VOL. CCXV, No. 2801

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THE SPHERE, OCTOBER 17, 1953
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The SPHERE

with which is incorporated The GRAPHIC

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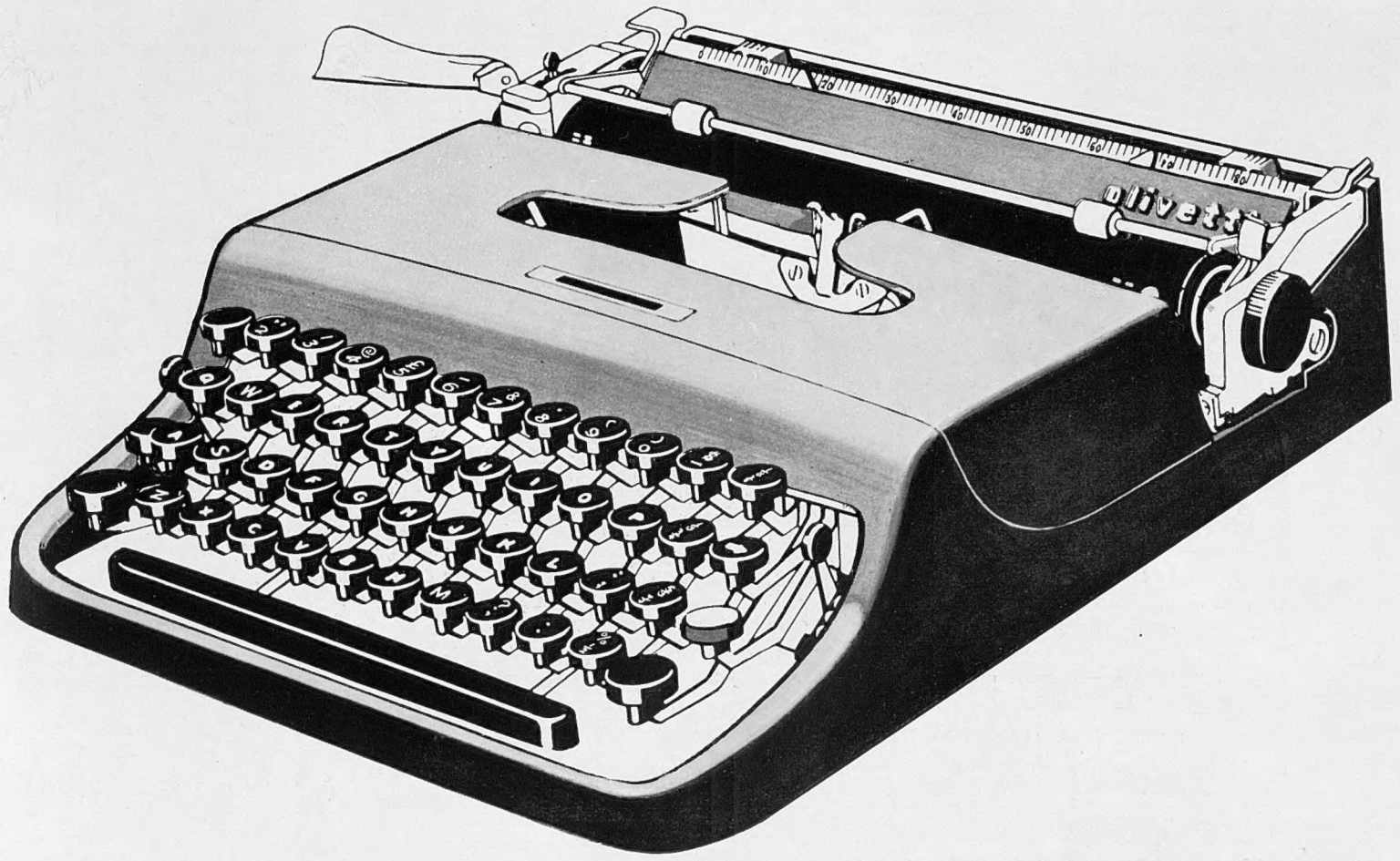

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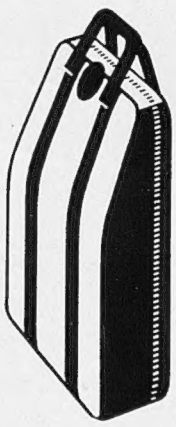

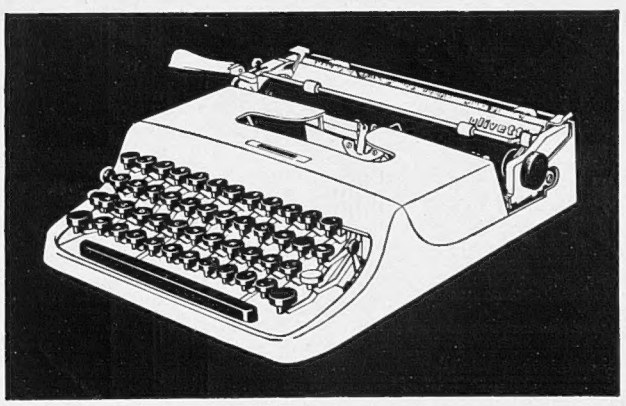

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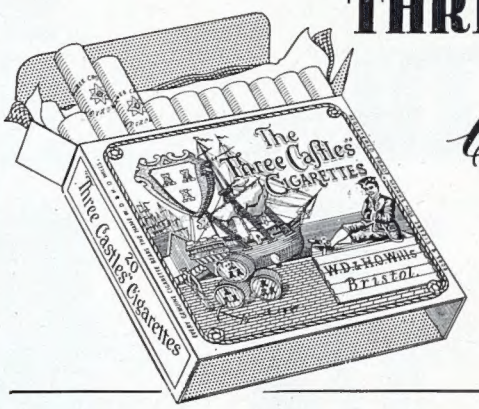

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MARIE BRIZARD

Volume CCXV No. 2801 The SPHERE, London, October 17, 1953

The SPHERE
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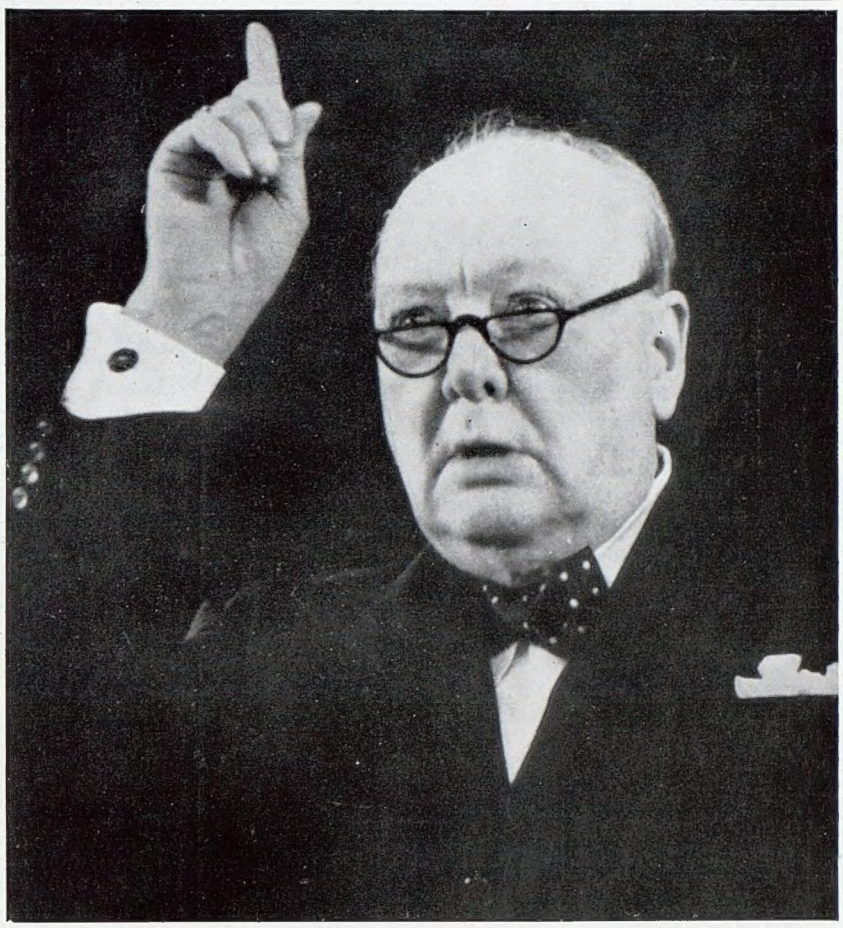
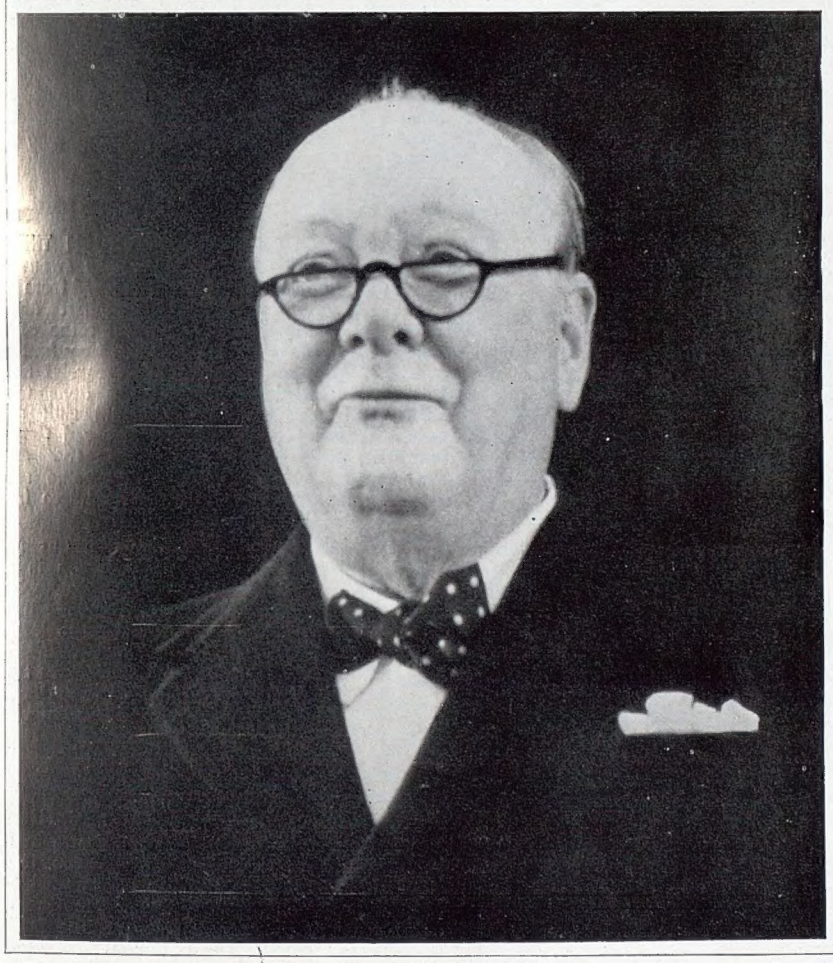


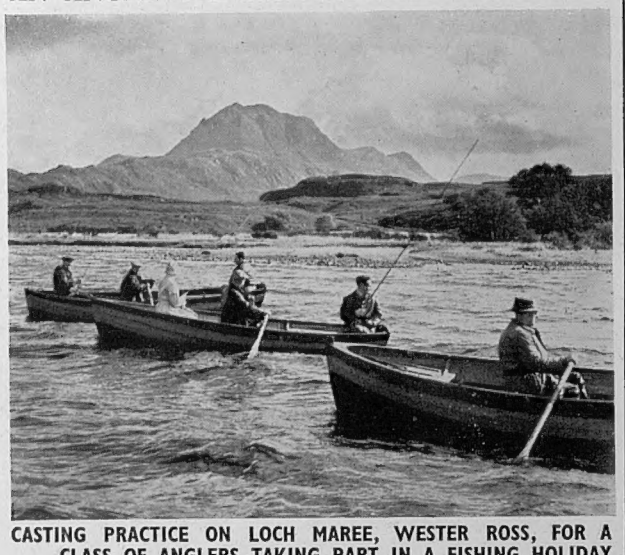


SIR WINSTON CHURCHILL REITERATES HIS CALL FOR PEACE—THESE FOUR CAMERA STUDIES SHOW THE PRIME MINISTER ADDRESSING THE MARGATE CONFERENCE OF THE CONSERVATIVE PARTY LAST SATURDAY, WHEN, AFTER RECEIVING A GREAT PERSONAL OVATION, HE DECLARED HE WOULD STAY ON FOR THE TIME BEING AS PRIME MINISTER AND WOULD NOT PLUNGE THE COUNTRY INTO AN IMMEDIATE GENERAL ELECTION: Sir Winston, now within a few weeks of his seventy-ninth birthday, appeared to be in vigorous health and he sat down after his fifty-minute speech showing no signs of fatigue.

Apart from all the asides, the congratulations for fellow-Ministers and the reaffirmation of his own personal belief in the Conservative Party's success in office, Sir Winston Churchill's speech at the Party Conference at Margate last Saturday marked a triumphant return to public life after a partial absence caused by illness, and it was devoted for the most part to the vital question of how best to avert the catastrophe of a third world war. Two years ago Sir Winston told the nation that the establishment of peace in a war-ravaged world was the final prize he sought to win, and he has constantly refuted with Churchillian vigour the suggestions of war-mongering which have been levelled against him. On Saturday the Premier told an enthusiastic audience: "If I stay on for the time being, bearing the burden of my age, it is not because of love for power or office. I have had an ample feast of both. If I stay on it is because I have the feeling that I may, through things that have happened, have an influence upon what I care about above all else—the building of a sure and lasting peace." (Other pictures from Margate appear on pages 88-89.)

Postage—Inland, 2½d.; Canada, 1½d.; Elsewhere Abroad, 3d.

AN ANGLING INSTRUCTIONAL HOLIDAY



CASTING PRACTICE ON LOCH MAREE, WESTER ROSS, FOR A CLASS OF ANGLERS TAKING PART IN A FISHING HOLIDAY AND INSTRUCTIONAL COURSE: This was one of the real pleasures of the angling holiday, for it gave the "students" a chance to savour the full joys of the sport. The course was organised by the Central Council of Physical Recreation and was divided into three groups. Beginners received instructions from experts in angling; intermediates were put under the care of local gillies, while the advanced grade fished on their own. It was the first time such a course had been held. In the background of this picture is seen Slioch, which rises to a height of 3,217 ft.

A PRELIMINARY LESSON ON THE ART OF CASTING, THIS TIME FROM THE SHORE: Mr. D. J. Stevens, the Chief Instructor, is seen conducting the lesson on the side of the 18-mile-long loch. When the "students" went their own ways after the instruction they fished salmon and trout.

WHAT THE BEST ANGLERS SHOULD KNOW: Mr. Stevens explains some of the intricacies of tackle at the school.

RATES OF SUBSCRIPTION TO "THE SPHERE."

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195–198, STRAND, W.C.2.

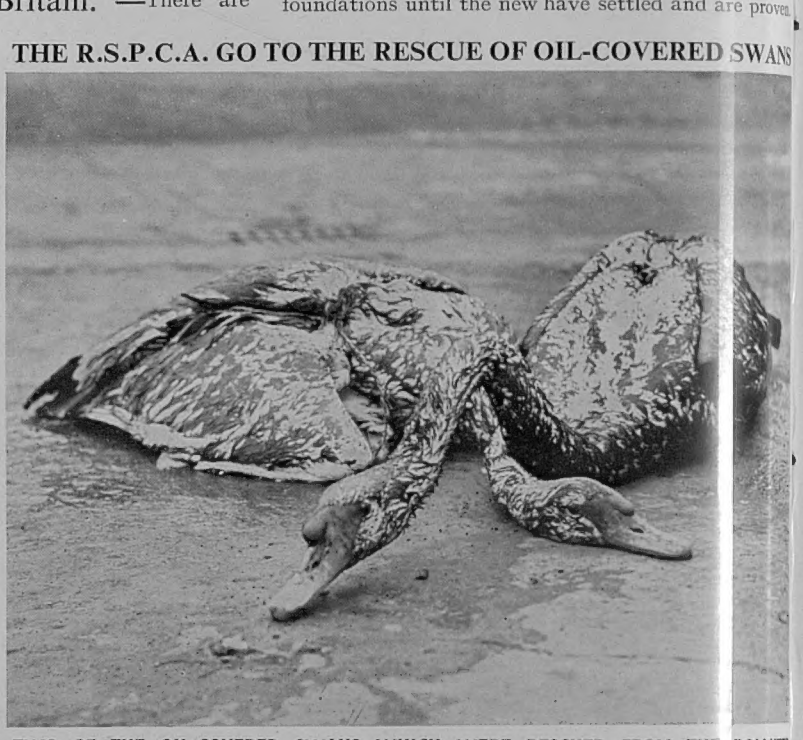
Top Secret Out.—At the beginning of October all the world knew that warships and troops were being hurried to British Guiana to deal with a possible Communist insurrection there. On the 6th military and Government officials in Jamaica confirmed this general knowledge. But the Admiralty still maintained that all moves were normal reliefs. Their Lordships cling to their private top secret which is no secret to the general public. That is characteristic. So is the British reaction to any threat to the Empire (as it was called) or to our vital communications and defence points therein. We act swiftly, secretly and with a strong hand. But what good comes of it at last? In recent years "Little Peterkin" has grown cynical as he poses his oratorical question. He has come to think that after a token display of force, we get out bag and baggage, with what face we may, only reserving the right of Mr. Punch's overcharged British tourist in Paris: "*Tout droit, tout droit, je paye, mais j'écris aux 'Times.'*" We clear out, but we write to *The Times* or the League or the Court at The Hague. We are not living in the days of Palmerston, though we act at first as if we were, and open the campaign with the "gun-boat gambit." But these remarks are not necessarily relevant to events in British Guiana, where we know little of the origins and less of the conclusion of the trouble.

"Challenge to Britain."—There are some who criticise the "Challenge to Britain" as a document of policy too vague to appeal to thinking voters. Modern experience of General Elections suggests that the vaguer the better is the wise draughtsman's principle, since so many voters are won over by large promises of a millennium and do not waste time in working out how that happy dream can be made to come true. The 1950 promise of Millennium left our country tottering over the edge of bankruptcy and the equilibrium is not yet fully established, which encourages the Labour prophecy that economic disaster may still lie immediately ahead and that it will be the Socialists who will have to put it right, piling Pelion on the Ossa they laid on our backs. But to make the "challenge" still more attractive to the fluid voter, two new amendments were accepted at Margate to add to the bunch of *ersatz* carrots. There is nothing vague about "equal pay." It merely costs money. But a tax on capital (expropriating the vast hoards held by "parasites of society") is a glittering and luscious carrot for anyone who would welcome a larger personal income without the necessity of working for it, and its implementation is wisely left in very vague terms. So now we know what to hope for if the next Government is a Socialist Government, and I suppose one effect will be a "parasitical" rush for spade and mattock and the digging of hidey-holes for our capital in portable form—diamonds and gold bars—but we must choose a bit of ground likely to escape land nationalisation which carries mineral rights with it.

Parasites of Society.—There are so many fair-minded men still in this island belonging to all three political parties in Parliament and in the T.U.C., that I wish they could get together at "high level" and thrash out and agree (and thereafter dispose of) who exactly are the "parasites of society" whose ill-gotten hoards might be diminished by capital levies for the welfare of the State. It does not follow that every man who has still some inherited riches, or who has saved considerable capital by the sweat of his brow in a life of hard work, is a parasite and enemy of society. It seems to me to be loose and curiously unjust thinking to lump the good landlord who still digs into his surviving capital to enable him to carry on with his responsibilities as landlord when most of the old privileges are gone, with the slick "financier" who converts his gains into diamonds or carries them in his pocket in £1,000 notes to dodge taxation. Or, for that matter, the honest and successful industrialist who is a just employer of labour, an example of enterprise and a patron of charitable and cultural institutions. That there is a large body of parasites who evade their responsibilities and can grow fatter on their clever evasions of taxation and citizenship, is common knowledge. The race-courses, the dog-tracks and the fashionable hotels are full of them. But no one has found a method of milking them, and the Socialists at least lump all those who have capital saved or inherited above a figure which produces an income of high pay-packet size as parasites of society. This can hardly give to the wobbling voter that modified sense of security under Socialist Government, which the Socialists hold out as a chief aim of their political manifesto. It is neither social justice nor social security.

Revolution in Retrospect.—It is possible to-day to look back on the first results of World War and Communist revolutions with detachment and cooler judgment. Those who inspire nationalism and organise revolution promise, and those who support it expect, something like an instantaneous millennium. The wealth of the few is to be equalised among the many to majority advantage and the resources of the nation, the fruits of the earth, of the mines and of industry, are to pass into the hands of the people from the hard hands of the capitalist, to the common good. It may work out that way in the far future. It is very clear that it cannot do so in a few years. Any millennium must be attained along a tedious, hard, uphill road, and the parable of the builder of new barns is as true to-day as ever it was. There is no short way to the erection of a new and permanent building. The foundations must be made secure and it is madness lightheartedly to knock away all the old foundations until the new have settled and are proven.

THE R.S.P.C.A. GO TO THE RESCUE OF OIL-COVERED SWANS



TWO OF THE OIL-COVERED SWANS WHICH WERE RESCUED FROM THE POLLUTED WATER AT BELLAMY'S WHARF, ROTHERHITHE: About fifty swans were contaminated with the oil and many of them had to be rescued from the Thames and taken to the R.S.P.C.A. clinic at Putney, for cleaning. After the oil and mud which had caked over it, had been removed, some of the swans were given medicine to counteract the effect of oil which they had swallowed. In cleaning the swans the R.S.P.C.A. officers had to be careful not to wash the natural oil from the birds' feathers. If this were done the feathers would soon become waterlogged and the swans would sink as soon as they were put back in the water. It may be remembered that a similar incident occurred in the Pool of London in 1951. On that occasion the R.S.P.C.A. had to rescue sixty-six swans which had become soaked with oil when a ship, contrary to regulations, discharged its bilges in the Pool.

The Parable of the Builder.—We have seen the same thing in miniature in Egypt and elsewhere; we may now see it in large, if we look as closely as we are permitted, in Communist China. The revolution there has implied the extinction of a million or more business-men of the old regime and of Kulaks, the men who made the old wheels of business turn. There were not enough skilled men of the new colour to take their places. As a result, production has gone to pot. The trumpeted Reconstruction Plan has proved a plan on paper, and Chinese industries are holding out their hats for alms and aid to Russia, and the new bosses at Government level are being sacked. In large but lesser form the same story comes out of East Germany and Czechoslovakia. The "workers" will not play; production minima for ever fall. Thinking these things over, it seems to me that the only colour for the belief that the Communist *bloc* is softening a little in its cold-war policy and its policy towards the West, is economic necessity and not a political change of heart. It is wishful thinking to suppose that any

such welcome changes in manners or of policy bring the two sides nearer to peace and mutual security. Every concession, any hand held out to the West by the East, is an expedient to tide over the lean years which must follow these violent revolutions and to bridge the gap and shorten the interval before solvency again can replace the chaos and bankruptcy of the first decade of too swift revolution.

"Absolute Rubbish."—For the past two years I have sometimes felt like a voice in the wilderness in making repeated reference to the writing and publishing of pornography in the guise of novels, a fashion caught from post-war America, where pornography became a best-seller and made many rich, and few better, men. The critics, of course, panting after the dollars, cracked this muck up to the skies as *Literature*. I must not plume myself on being a delayed-action influence on the Home Office or D.P.P. But at last the police are beginning to move and have taken some action to destroy pornography where it is displayed for sale. It is more difficult, apparently, to proceed against authors and publishers than against booksellers. In the course of proceedings in court in this connection, a magistrate described Lawrence's *Lady Chatterley's Lover* as "absolute rubbish." This was a bombshell, since we have been educated for years by the poor critics to regard everything written by D. H. Lawrence as the highest literary genius. For my part, I have heard many more foolish remarks let fall by magistrates "*obiter*" than this. I cordially agree with Mr. Batt, who has margined a shrewd gloss on a rubbishy post-war age. Some rubbish can be left to fall to dust in the ground. But some stinks and causes disease and is better burnt, and I hope we shall burn more and find the means to punish those who throw it out into the streets. For the harm they have done can hardly be measured by maximum fines or even by the profits they have made from their beastly trade.

Colonel R. V. Buxton.—Most men number among their friends a very few—rare spirits—whose friendship they realise is in a sense one-sided in that the benefits conferred are preponderatingly on one side. Robin Buxton was such a man and friend. Those who claimed him as such spoke always with pride of it, as of an honour done to them, a kind of proof of worthiness, a distinction conferred. And indeed, to be his friend was worth more than stars and ribbons and material rewards, as it was for Philip Sidney's friends. For what he imparted and gave to his friends in the briefest contacts over the years was a part of himself, a generous dividend of his noble qualities of courage, humour, zest, initiative and philosophy, so that each and all were conscious of the virtue gone out of him and into themselves, and went away better men. I met him first nearly half a century ago at Trinity, where we were both undergraduates. Our first contact, indeed, was painful, for we collided in a game of bicycle-polo on the Trinity cricket ground. Thereafter we often met, shooting or playing cricket, and always the *boon* of meeting him and pride in claiming his friendship increased and multiplied. Lawrence of Arabia knew how to sum up a man's character quickly, and when they met in the Middle East in World War I, the two became close friends. That, perhaps, was an equal partnership, exceptionally. For the most part, Robin's friends, all devoted, were perpetually in his debt.

Planning a Burglary.—The owners of country houses and the National Trust must have foreseen the danger inherent in opening to the public. If the guides and janitors can be argus-eyed enough to detect and prevent "pinchings" while the sight-seers walk round, they cannot possibly prevent expert burglars from paying half-a-crown or so to plot on the spot their exits and entrances and to earmark the chief objects for their attention. When the enterprising burglar is not a-burgling, he looks just like "any other man," and mingles safely and inconspicuously with the innocent tourists. And he loves to hear the little guide a-burbling and to profit by his information. Often, no doubt, he is the most intelligent questioner of the guide, revealing the keenest interest in the chief treasures, their history and provenance, and his interest is proved in practical form that evening (or another) when he returns by his selected route to get a closer acquaintance with the treasures he so much admired in the afternoon, avoiding all the burglar traps discovered during his tour. Most burglaries are carefully planned under great difficulties. Time and money and patience must go to learning the lay-out, sometimes in seducing the domestic staff. But with N.T. and such country houses, the preliminary plans can be quickly and effectively made at a cost of a florin or half-a-crown. It looks as if the C.I.D. must mingle with the tourists also, or entrance be made "half-a-crown and your finger-prints."

THE OLD STAGER

NEXT WEEK'S ISSUE

MOTOR SHOW NUMBER

A Special Illustrated Section Dealing with the 1953 Annual Exhibition at Earls Court

A SILVER SET FOR THE HASTINGS MUSEUM

THE MAGNIFICENT COLLECTION IS PRESENTED TO THE BOROUGH OF HASTINGS BY THE WENT TREE TRUST: Alderman H. W. Rymill, the Mayor of Hastings, with the Recorder of Hastings, Mr. Gerald Thesiger, and the Mayoress on his left, admire the unique collection of silver pieces after it had been presented at a ceremony at Hastings Town Hall. The set, which was given to the Corporation by the Went Tree Trust, will be duplicated, and the combined plate will be one of the most magnificent of its kind in Europe. The set consists of two five-light candelabra, a pair of tall vases, a pair of Tazza dishes and an oviform large centre bowl. The pieces are all in sterling silver, and are flat-fluted and embellished with flat-chased decoration. Both sides of the bowl bear the arms of Hastings flat-chased, and the other pieces bear the same arms engraved. These beautiful pieces were made by Garrard and Company. Alderman Ben Harry Went Tree, who died in 1927, was one of Hastings' most prominent citizens, and had been Mayor of the Borough several times. He left the whole of the residue of his estate to the town of Hastings. Half was to be used to encourage young people, whose parents lived in the borough, to emigrate to the Empire, and the other half was to provide articles for exhibition in the Hastings Museum.

THE ANNUAL RETRIEVER TRIALS IN PERTHSHIRE

SETTING OUT FOR A GOOD DAY'S SPORT: Major W. G. Finlay, left, and the Hon. Mrs. E. V. Eden lead the way at the start of the Gamekeepers' National Association Retriever Trials. The Association's twenty-ninth annual field trials for retrievers were held in the grounds of Mrs. Eden's Cromlix House, Dunblane. Mrs. Eden's Dinah of Cromlix was narrowly beaten for first place in the National Stake by Mr. R. N. Burton's Brackenbank Merry. The Castlemilk Stake was won by Sphronia, a Labrador owned by Mr. Milne, who is head keeper at Strathallan Castle. This was the Association's most successful meeting since the war. There was an abundance of ground game and birds, including several woodcock. There was fine weather for what proved to be an excellent day's sport.

KING FREDERIK OPENS THE FIRST SESSION OF THE RECONSTITUTED DANISH PARLIAMENT

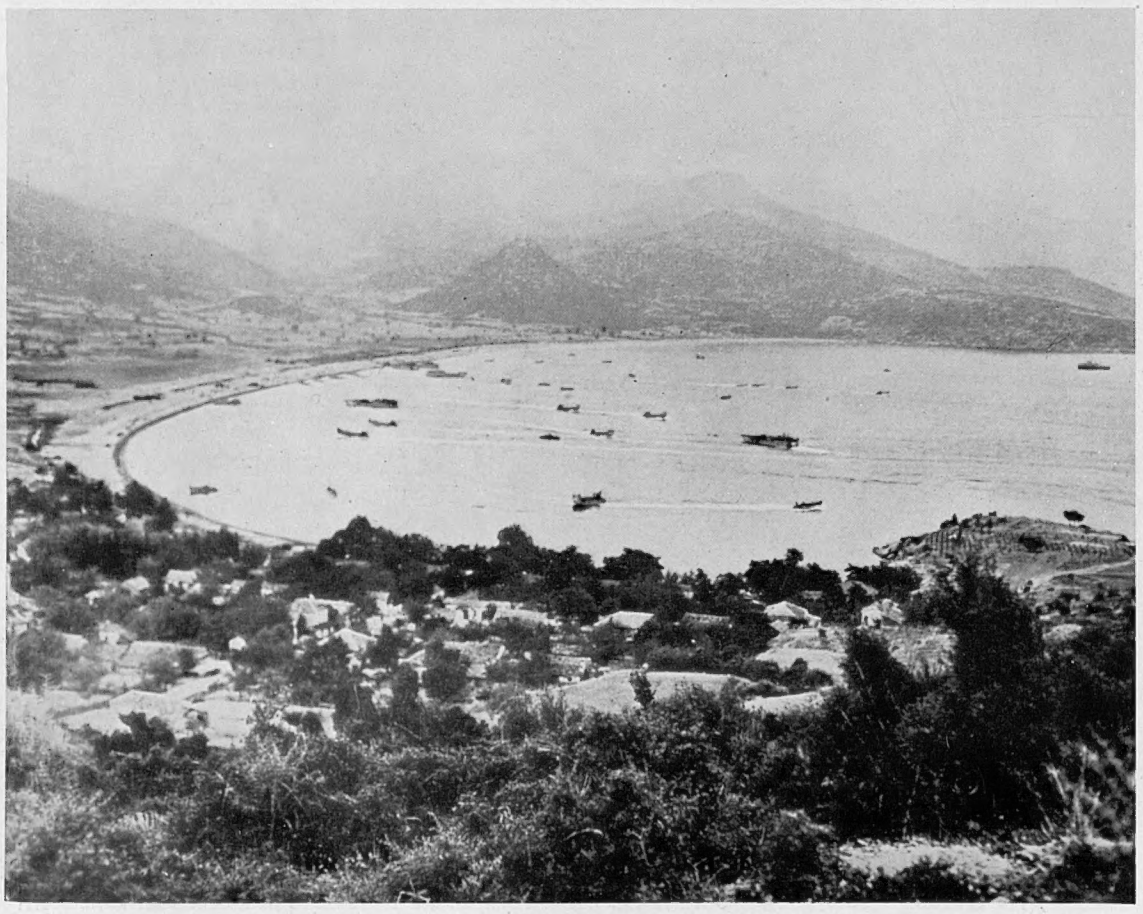
ADDRESSING DENMARK'S NEW ONE-CHAMBER PARLIAMENT: King Frederik delivering his speech at the first session of the Folketing in the Assembly Hall at the Christianborg Palace. Queen Ingrid sits facing the King, and grouped round him are the 179 Members of the new house.

After six years of negotiations between the Danish political parties complete agreement on a number of far-reaching changes in the Danish Constitution was reached earlier in the present year. The first change was a new law relating to the monarchical succession, female descendants of the reigning house now being allowed to ascend the throne. The second change related to the unicameral legislature. The Landsting, or Upper House, has now been abolished, thereby making the Danish Parliament a unicameral body with 179 Members. These 179 include two Members each for Greenland and the Faroe Islands. The abolition of the existing colonial status of Greenland has been a particularly significant move, and the territory is now fully integrated with Denmark, the Greenlanders enjoying equal political rights with all other Danish nationals. The coming together of the new Parliament follows the referendum on the new Constitution and the General Election. It sees the Socialists once again in power, although they do not enjoy a working majority without outside help. The new Parliament is likely to lean more heavily in favour of developing the social services.

FROM EUROPE AND AMERICA

A PICTORIAL SURVEY OF RECENT EVENTS IN DENMARK, NORWAY AND THE U.S.A.; THE LATEST N.A.T.O. EXERCISE

THE BIGGEST JOINT ALLIED MANŒUVRE IN THE MEDITERRANEAN



AMERICAN MARINES WITH HEAVY TANKS COME ASHORE DURIN THE AMPHIBIOUS LANDING NEAR KAVALLA, EAST MAC DONIA: The operation formed part of the great combin Exercise "Weldfast," which was held to test the defenc of the North Atlantic Treaty Organisation Command Southern Europe and the Mediterranean. *On left:* Assault craft move in to Kavalla. The landing to place at the end of the exercise and Greek and Itali troops and U.S. and Royal Marines were landed as pa of the attacking force. Earlier, for the first time history, Greek and Turkish land forces had manœuvr side by side, the purpose of the operation being to we into a smooth working military defence organisation o available forces of Greece, Italy, Turkey, the Unit Kingdom and the United States within the Allied Comma framework. The entire land action of Exercise "Wel fast" in the vital Southern European area was und the direction of Admiral William M. Fechteler, U.S.

A LANDSLIDE DISASTER IN AN OSLO SUBURB

THE SCENE BETWEEN BAEKKELAGET AND NORDSTRAND RAILWAY STATIONS NEAR OSLO, AFTER THE LANDSLIDE, WHEN 120 YARDS OF THE MAIN ROAD SLID INTO THE SEA : Lorries and cars left overturned on the main road after the landslide and avalanche which occurred in the early morning about seven miles outside Oslo. Two vehicles were crushed against a wall and a bus and six cars were hurled over a cliff. Four of the bus passengers were killed. *On right*—A section of the permanent way which was left suspended after the landslide. A railway watchman managed to warn an oncoming express train travelling northward from Sweden just before it approached the gap. Other trains out of Oslo were stopped long before they reached the danger spot, as the landslide had cut off the electric current. A house can be seen standing perilously near the edge of the cliff. Rescue operations on the stone-strewn highway, one of Norway's busiest, continued far into the night.

THE END OF AN AMERICAN MAN-HUNT

THE ALLEGED KIDNAPPERS AND THE GRAVE IN WHICH THEIR VICTIM WAS FOUND : Mrs. Bonnie Brown Heady and Austin Hall, who are being held by the F.B.I. on a charge of kidnapping young Bobby Greenlease in Kansas City. Both have long police records. *Below*—Police dig up the grave of the boy at the corner of Mrs. Heady's house not far from Kansas City.

THE TRAGIC END TO THE SEARCH FOR A KIDNAPPED CHILD : The home at St. Joseph, Missouri, of Mrs. Ronnie Heady, one of the three alleged kidnappers of six-year-old Bobby Greenlease, whose decomposed body was discovered near the house. The boy had been missing for ten days, and although a ransom of more than £214,000 had been paid by his wealthy father, he was found dead in a shallow grave. Mrs. Heady and an ex-convict, Carl Austin Hall, are under arrest in St. Louis on a charge of kidnapping. A search is being made for another man who, it is alleged, killed the boy.

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KING FREDERIK OPENS THE FIRST SESSION OF THE RECONSTITUTED DANISH PARLIAMENT

ADDRESSING DENMARK'S NEW ONE-CHAMBER PARLIAMENT: King Frederik delivering his speech at the first session of the Folketing in the Assembly Hall at the Christianborg Palace. Queen Ingrid sits facing the King, and grouped round him are the 179 Members of the new house.

After six years of negotiations between the Danish political parties complete agreement on a number of far-reaching changes in the Danish Constitution was reached earlier in the present year. The first change was a new law relating to the monarchical succession, female descendants of the reigning house now being allowed to ascend the throne. The second change related to the unicameral legislature. The Landsting, or Upper House, has now been abolished, thereby making the Danish Parliament a unicameral body with 179 Members. These 179 include two Members each for Greenland and the Faroe Islands. The abolition of the existing colonial status of Greenland has been a particularly significant move, and the territory is now fully integrated with Denmark, the Greenlanders enjoying equal political rights with all other Danish nationals. The coming together of the new Parliament follows the referendum on the new Constitution and the General Election. It sees the Socialists once again in power, although they do not enjoy a working majority without outside help. The new Parliament is likely to lean more heavily in favour of developing the social services.

FROM EUROPE AND AMERICA

A PICTORIAL SURVEY OF RECENT EVENTS IN DENMARK, NORWAY AND THE U.S.A.; THE LATEST N.A.T.O. EXERCISE

THE BIGGEST JOINT ALLIED MANŒUVRE IN THE MEDITERRANEAN

AMERICAN MARINES WITH HEAVY TANKS COME ASHORE DURIN THE AMPHIBIOUS LANDING NEAR KAVALLA, EAST MAC DONIA: The operation formed part of the great combine Exercise "Weldfast," which was held to test the defenc of the North Atlantic Treaty Organisation Command Southern Europe and the Mediterranean. On left: Assault craft move in to Kavalla. The landing to place at the end of the exercise and Greek and Itali troops and U.S. and Royal Marines were landed as pa of the attacking force. Earlier, for the first time history, Greek and Turkish land forces had manœuvre side by side, the purpose of the operation being to we into a smooth working military defence organisation t available forces of Greece, Italy, Turkey, the Unit Kingdom and the United States within the Allied Comma framework. The entire land action of Exercise "Wel fast" in the vital Southern European area was unde the direction of Admiral William M. Fechteler, U.S.

A LANDSLIDE DISASTER IN AN OSLO SUBURB

THE SCENE BETWEEN BAEKKELAGET AND NORDSTRAND RAILWAY STATIONS NEAR OSLO, AFTER THE LANDSLIDE, WHEN 120 YARDS OF THE MAIN ROAD SLID INTO THE SEA : Lorries and cars left overturned on the main road after the landslide and avalanche which occurred in the early morning about seven miles outside Oslo. Two vehicles were crushed against a wall and a bus and six cars were hurled over a cliff. Four of the bus passengers were killed. *On right*—A section of the permanent way which was left suspended after the landslide. A railway watchman managed to warn an oncoming express train travelling northward from Sweden just before it approached the gap. Other trains out of Oslo were stopped long before they reached the danger spot, as the landslide had cut off the electric current. A house can be seen standing perilously near the edge of the cliff. Rescue operations on the stone-strewn highway, one of Norway's busiest, continued far into the night.

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THE MARGATE CONFERENCE

The Conservatives Meet in Conclave a Week After the Conclusion of the Labour Party Conference

"Margate air would bring a dead horse to life," was the startling proposition of an estimable old lady at the turn of the century. That was certainly not the reason why this year the Labour and Conservative Parties chose Margate as their place of Conference, nor it may be hazarded, was either party in any way influenced by the fact that 1953 is the 200th anniversary of the introduction of the first bathing-machine in Margate. Those cumbersome chariots, introduced in 1753, certainly paved the way for Margate's fame, and it was from then on that the resort's reputation increased by leaps and bounds.

Last week the Mayor of Margate turned out to meet the incoming Conservatives, greeting them in the same pleasant way as he had greeted the Labourites, and before the Conference really got under way he was present to meet the leaders at a grand reception at the Winter Garden. On the following day the Conservatives got down to business, and before long all the stalwarts of the party, no doubt invigorated by the richly iodised air, were making their views known to a waiting world. For Mr. Eden there were special cheers, for Lord Woolton much applause, but the great ovation came at the end of the week when Sir Winston with V sign, glowing cigar and glowing look descended upon the delegates, apparently in the most radiant health, although perhaps looking a little thinner in the face than in the past. The ovation for Sir Winston was a fitting climax to a notable Conference, but some delegates regretted there had been so little debating and so much prearranged oratory.

THE CONFERENCE CHAIRMAN SETS THE BALL ROLLING: Mrs. John Warde, Chairman of the National Union of Conservative and Unionist Associations, speaking from the platform at the start of the Conservative Party Annual Conference at the Winter Garden, Margate. Mrs. Warde, the mother of three children, runs a market garden in Kent. She proved an admirable chairman. On her right are Lord Woolton and Mr. and Mrs. Eden.

On left—

THE FOREIGN MINISTER MAKES HIS FIRST PUBLIC SPEECH SINCE HIS RETURN: Mr. Eden addressing the Margate Conference when he received a tremendous ovation.

THE MARQUIS OF SALISBURY SUMS UP ON FOREIGN POLICY AND DEFENCE The leader of the House of Lords seen during his speech. Seated beside him was Mr. Duncan Sandys. A great burden of public duty has of late fallen on the shoulders of Lord Salisbury, as he was Acting Foreign Secretary during a great part of the absence of Mr. Anthony Eden.

ONWARD WAS THE WATCHWORD: It was emblazoned on a banner above the stage at the Winter Garden. The Conference opened with a debate on Local Government, and afterwards passed to the more vital issues of Foreign Policy and questions of world peace.

LORD WOOLTON REFERS TO THE RETURN OF THE INVALIDS: The Conservative leader addressing the Conference when he commented on the restored health of Sir Winston, Mr. Eden, Mr. Macmillan and himself.

A PRE-CONFERENCE RECEPTION AT THE MARGATE WINTER GARDEN : *Left*—Mrs. John Warde, Chairman-Designate of the Conference, in conversation with Sir Eric Errington, J.P., Chairman of the Executive Committee of the National Union of Conservative and Unionist Associations. *Right*—Mr. T. F. Watson, Chief Organisation Officer of the Conservative Central Office, Mr. F. Francis, an octogenarian and an ex-party chairman, and the Hon. John Hare, M.P., a Vice-Chairman at the Central Office.

THE CHANCELLOR OF THE EXCHEQUER HAS HIS SAY : Mr. Butler told his hearers that Britain was holding down the cost of living, despite reduced American aid. He made a broad review of the economic and financial situation in Britain. Sir Winston paid a glowing tribute to Mr. Butler's prowess.

A CAREFREE EVENING AT THE WINTER GARDEN : Sir David and Lady Eccles with Sir David and Lady Maxwell Fyfe at the Conservative Party reception. Sir David Eccles was granted a knighthood for his services in connection with the Coronation preparations and the decoration of the route.

DELEGATE FROM WORCESTERSHIRE : Mr. Partridge implored the Conference to consider the inclusion of Communist China in the United Nations Organisation.

ANTHONY EDEN WITH THE MAYOR OF MARGATE : The Foreign Secretary seen at the reception in the Winter Garden. Mrs. Eden is on the left standing next to Alderman Ward, Mayor of Margate. On the right are Lord Delaware and Lady Maxwell Fyfe. Mr. Eden's obviously restored health was a cause of deep satisfaction among all his colleagues.

Troops Pour Into British Guiana

Men are Rushed in by Sea and Air to Maintain Law and Order in the Colony, where the Constitution has Been Suspended and a State of Emergency has Been Declared

FATIGUE PARTIES LOAD STORES AND AMMUNITION ABOARD THE BRITISH CRUISER "SUPERB," WHILE TROOPS EQUIPPED FOR ACTION CLIMB THE GANGWAY AT KINGSTON, JAMAICA : The dispatch of the warship *Superb* was one of the first actions following the crisis in the Colony, which has led to the suspension of the Constitution to prevent Communist subversion. The *Superb* reached Georgetown, British Guiana on October 8, and 500 infantrymen went ashore. They were given an enthusiastic welcome by a small crowd at the wharf.

THE AIRCRAFT-CARRIER "IMPLACABLE" TAKES ON TROOPS FOR BRITISH GUIANA AT DEVONPORT DOCKYARD : Men of the Argyll and Sutherland Highlanders, who had reached Devonport by train from Edinburgh, about to go aboard the warship. Only a year ago the battalion had been welcomed home after duty in the Far East.

THE ROYAL MARINES LEAD THE MARCH THROUGH GEORGETOWN : A detachment forming up at the docks before marching through the capital of British Guiana, where the recent activities of the displaced ministers of the People's Progressive Party have created a situation of grave crisis.

BRITISH TROOPS FLY INTO ATKINSON FIELD, BRITISH GUIANA : The troops are seen in this radioed picture as they were driven off in lorries after landing from a Viking transport. The first tasks allotted to the troops were guard duty round Government House and other key points in the Colony.

SEVEN LEADERS WHO ARE OUT OF OFFICE THROUGH THE SUSPENSION OF THE CONSTITUTION IN BRITISH GUIANA : Dr. J. P. Lachmansingh ; Mr. Sydney King, who has allegedly been actively engaged in rabble-rousing activities ; Mr. L. F. S. Burnham ; Mrs. Janet Jagan, American-born wife of Dr. Jagan, leader of the Assembly, and herself Deputy Speaker ; Dr. Cheddi Jagan ; Mr. Jai Naraine Singh, and Mr. Ashton Chase. Last week-end Dr. Jagan announced his intention of sending a special delegation to London to present the Cabinet's case.

THE GOVERNOR THEY CALL THE GENTLE SAVAGE : Sir Alfred Savage (centre), Governor of British Guiana, seen with Dr. Cheddi Jagan (right) and Mr. Burnham, Chairman of the People's Progressive Party, after a two-hour Conference at Government House, Georgetown.

TENSION IN BRITISH GUIANA

Warships and Troops are Sent to the South American Colony

When last May British Guiana was given a new Constitution, and an extremely Left-Wing Government was elected to power, the misgivings of officials and Civil Servants, both in the Colony and at home, were set aside in their willingness to see the experiment work. The Governor of the Colony still retained a veto on all Government legislation, but in most other respects the Government of the Colony was in the hands of Dr. Jagan and his collaborators. It was immediately apparent that Dr. Jagan, assisted by his very able wife, would aim only at complete independence. A sugar strike in recent weeks paralysed British Guiana's main industry. When that was called off, due in part to the disappointment of the strikers with the Dr. Jagan's People's Progressive Party, who had called them out, the atmosphere within the Legislative Assembly became more tense. Shortly before the crisis reached a head the P.P.P. walked out of the Chamber.

The cruiser *Superb*, with 500 troops on board, was swiftly despatched to Georgetown, and the aircraft-carrier *Implacable* with the Argyll and Sutherland Highlanders followed. The Colonial Office stated that the troops had been sent to preserve peace and the safety of all classes. It is likely that the Governor of the Colony will take action against some of the more extreme political leaders. The Colony has remained surprisingly calm throughout all these events. Perhaps these dramatic moves are only a means of deterring a small group of extremists from usurping Constitutional power in British Guiana by force.

THE TROUBLE CENTRE OF BRITISH GUIANA—GOVERNMENT BUILDINGS IN GEORGETOWN: The Houses of Parliament, Government Administration Centre and other public buildings in Georgetown, capital of Britain's South American colony. Last May British Guiana was given a new Constitution with adult suffrage, a Parliament and a Ministerial system. Now the intrigues of Communists and their associates in the colony, many of them Ministers, threaten the whole constitutional and administrative structure of British Guiana. Warships and troops have been sent to the colony.

THE LEADERS OF THE PEOPLE'S PROGRESSIVE PARTY—MRS. JANET AND DR. CHEDDI JAGAN: The extreme left-wing People's Progressive Party has as its General Secretary Mrs. Jagan, whose husband was elected leader of the House of Assembly last May. Mrs. Jagan, who was born in the United States, first met her husband at Chicago University. Dr. Jagan is an East Indian dentist.

THE POPULATION REMAINS COMPLETELY CALM: The Stabroek Market Square in Georgetown, where the tension caused by the impending Constitutional crisis has not resulted in any demonstrations. The arrival of the troops was awaited calmly.

THE CRUISER "SUPERB" SAILS FOR GEORGETOWN: With 500 men of the Royal Welch Fusiliers on board, H.M.S. *Superb* left Kingston, Jamaica, for British Guiana. The cruiser H.M.S. *Sheffield* left the Clyde for the West Indies, and the 1st Battalion the Argyll and Sutherland Highlanders sailed for British Guiana on board the aircraft-carrier *Implacable*.

THE SUGAR WORKERS, WHO PROVIDE THE BULK OF SUPPORT FOR THE JAGANS: This picture was taken during the sugar estate strike in 1948. Five weeks ago another big strike of sugar workers was called by the People's Progressive Party, led by Dr. and Mrs. Jagan. This strike, which ended only recently, has cost the workers well over £300,000 in lost wages.

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The World in Review

TROOPS IN NAIROBI

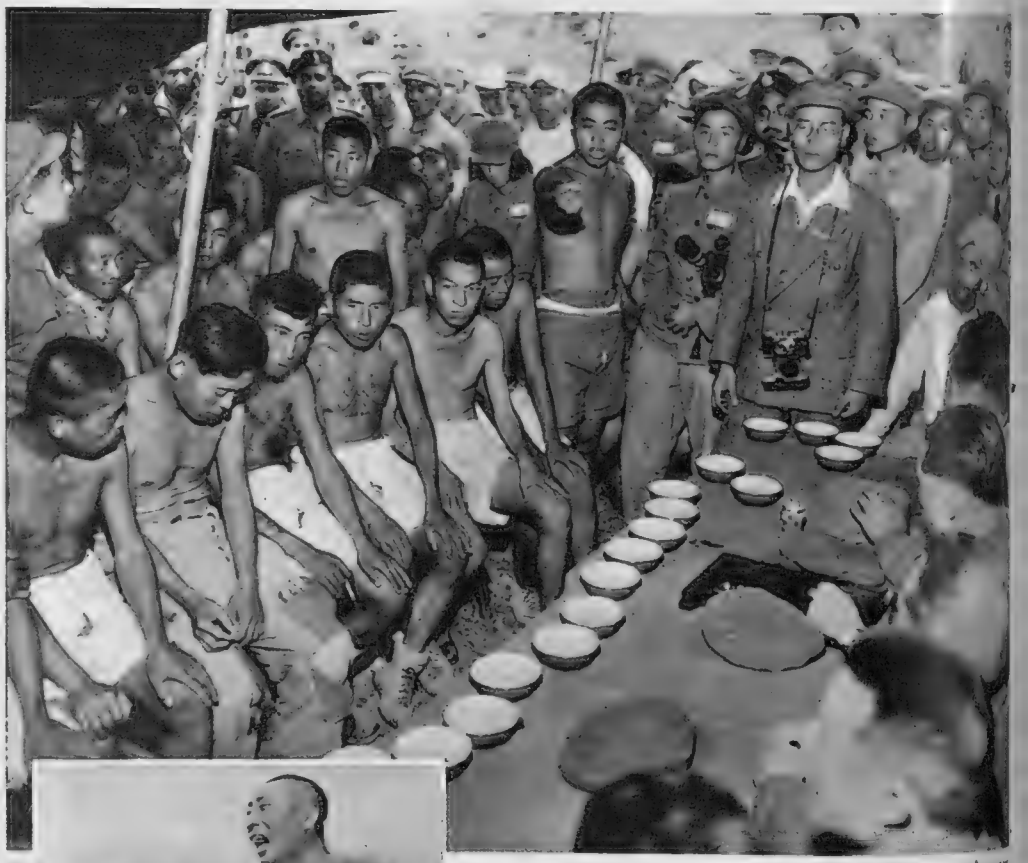
CHINESE PRISONERS IN KOREA; GERMAN GENERALS RETURN FROM RUSSIA; FEDERAL GOVERNMENT IN CENTRAL AFRICA; AND OTHER NEW PICTURES

BRITISH TROOPS GO INTO ACTION IN NAIROBI : Men of the 1st Battalion the Royal Inniskilling Fusiliers checking the credentials of an African on the streets of Kenya's capital. The movement of troops in force into Nairobi has been necessitated by the presence in the city of 15,000 to 20,000 Kikuyu estimated to be living there without authority. On October 5, two companies of the Fusiliers with fixed bayonets swooped on two particular areas of the city, cordoning off blocks of flats and shops. They were rushed to the spot from their camp on the Nairobi racecourse, and the raid was carried out so swiftly that no suspicions were aroused before the cordoning was complete. All Africans were marched to central collecting points, where teams of Africans and Europeans checked passes and employment cards of Kikuyu.

A STREET-CORNER IDENTITY CHECK : A private of the Royal Inniskilling Fusiliers examining the identity papers of an African worker, whose cycle is seen in the background. Police and troops had orders to stop every African riding a bicycle, as Mau Mau activists are known to favour this form of transport.

ANOTHER STREET-CORNER SCENE IN NAIROBI AFTER THE TROOPS MOVED IN : Two more Africans seen undergoing an identity check in the city. The pressure on spivs, idlers and their womenfolk will be remorseless, declares Nairobi's Commandant of Police, Mr. Timmerman, who is determined to rid the city of nearly 20,000 Kikuyu who are a subversive element there.

THE UNITED STATES APPOINTS A WOMAN AMBASSADOR TO SWITZERLAND, WHERE WOMEN DO NOT VOTE : Dr. Frances Willis, seen on arrival at Berne, where she was met by M. Robert Maurice, the Chief of Protocol. She is the first woman Ambassador to be appointed to Switzerland, where only males are enfranchised.



THESE CHINAMEN CHANGED THEIR MINDS : Chinese prisoners-of-war, who had previously refused to be repatriated, seated at a table with bowls of rice before them when they entered the exchange area at Panmunjom, where they were handed over by the Indian custodians to the Communist authorities. There were sixty-five Chinamen in this group of repatriates, but 22,600 anti-Communist Chinese prisoners are still being guarded.

On left—

A WAILING CHINESE PRISONER-OF-WAR IS REPATRIATED. He was one of the sixty-five, and although he was returning voluntarily he seemed unhappy about the whole business. On his arms were tattooed marks which are said to have been put there forcibly by his U.N. captors.

THEY SWAM UNDERWATER FROM DENMARK TO SWEDEN: Forch Hammer, Jan Uhre and T. Glaffey being greeted with flowers on arrival at Landskrone after completing their journey from Copenhagen. They were accompanied throughout the trip by a motor-boat. The swimmers were apparently unaffected by the cold.

LEADERS OF THE NEW CENTRAL AFRICAN FEDERATION IN CONCLAVE: Sir Roy Welensky, Minister of Transport and Development, Sir Godfrey Huggins, Prime Minister and Minister of Finance, Lord Llewellin, Governor-General of the Federation of Rhodesia and Nyasaland, and Sir Malcolm Barrow, former leader of the elected Members of Nyasaland and now Minister of Internal Affairs, seen at an official meeting in Salisbury. In the past few weeks a new nation has begun to emerge and take shape in the heart of Africa. At the moment, however, the Federal Government is an interim Government and is awaiting the results of the election.

On left—

CUTTING PEAT IN SWEDEN: An engineer at the peat bog at Bleke, in the South of Sweden, shows the amount of peat required to produce one peat briquet. These briquets are now the subject of experiments which aim at developing the use of peat as fuel. It is said that a briquet of peat has the same fuel value as one of coke. The estate on which this mechanised cutter is being used extends over 125 miles of bog land.

FORMER GERMAN GENERALS RETURN FROM RUSSIA: General Willibald Weis, of the German Labour Corps, General Hans August Matz, of the same corps, Udo Franssen, of the Luftwaffe, General of the Army Veterinary Corps, Dr. Erich Koehler, General of the Luftwaffe, Erich Quade, Lieut.-General Ernst Cabanis, and (seated) Major-General Franz Constantin Rembe seen at the West German Transit Camp at Friedland on their return from Russia. The men have all aged considerably in captivity. They have returned to Germany among a group of 500 men who have spent almost a decade behind barbed wire in Soviet camps. Fourteen former German Army generals are still in captivity.

THE NEW YORK DOCK STRIKE—A LINER ARRIVES WITHOUT TUGS: Longshoremen picket the Hudson River Pier in New York as the Italian liner *Andrea Doria* docked without the aid of tugs. A number of boats were able to dock similarly unaided, but the *Queen Mary* was diverted to Halifax, Nova Scotia. For a week United States ports on the East Coast were paralysed by the strike of 50,000 dockers called by the International Longshoremen's Association. Immediately, President Eisenhower sought—and obtained—an injunction under the Taft-Hartley Act, and the dockers had to return to work.

THE WAY OF THE DEER

The Life and Habits of Great Britain's Most Graceful Indigenous Creature

By BRIAN VESEY-FITZGERALD

THE stalking season, though there is no official opening date, may be said to open early in September. By then most stags are "clean": that is to say, the "velvet" has been shed and the antlers are clean and hard in preparation for the breeding season—the rut—which begins about the third week in September and lasts at least until the end of October.

Red-deer calves—they should never, by the way, be called fawns—are dropped about the end of May or early in June after a gestation period of seven to eight months. Only one calf is born to a hind in a year. There have been plenty of rumours of twins, but twin-birth has never been proved. It is easy enough to understand how the belief that twins are sometimes born has arisen, because you may occasionally see a hind being suckled by two calves at the same time. The obvious inference then is that the calves are twins. In fact, they are a year-old calf and the calf of the year. A hind will allow her calf to suckle at any time, but she will always drive off the year-old calf if she can. She cannot do so if the calf of the year is already suckling, and some year-old calves learn this and take full advantage of it. All the same, the habit is not a common one.

A new-born red-deer calf is about the size of a hare and is dappled with white spots. During the first week or so of life red-deer calves are, perhaps, the most helpless and unprotected of the young of any wild creature in Britain. They are hidden by their mothers in tall heather or bracken, occasionally amongst boulders, and left entirely alone for long periods. The hinds will wander as much as a mile away in search of food, returning at intervals to suckle, but never remaining for long. The only protection the young calf possesses is its ability to remain perfectly still, and its white-spotted coat, which seems so conspicuous but which is actually marvellously adapted to its surroundings. For all that, many must fall victims in the first fortnight or so of life to foxes and eagles and, of recent years, to gulls.

In May of their second year male calves grow a little knob under the dark brown velvet on each side of the head. If they are Scottish calves they are then known as "knobbers"; if they are Exmoor calves or park calves they are known as "prickets." These knobs in velvet continue into the third year, when they become antlers. The calf is then called a "brocket" by the pedantic and a "staggie" by everybody else. He remains a staggie until he is six years old, when he is full-grown and becomes a stag. But, though full-grown as far as height is concerned, his antlers will, usually, still be light. A stag is not really shootable until he is eight years old, when he should be a seven-pointer, and even then he ought only to be shot if there is nothing better on the ground. At twelve years old a red-deer stag ought to be in his prime and, if he is ever going to be one, he should be a "royal" by then. (But there is no regular pattern about the growth of antlers. A stag may be a royal when he is only six years old; he may develop points and then, in succeeding years, lose them, becoming what is known as a "switch.") A stag may remain in his prime until he is eighteen, but most begin to deteriorate and to lose points after fifteen. Some stags are said to have lived for thirty years and more, legendary figures that have outwitted stalkers under all sorts of conditions, but it is probably safe to say that very few wild red-deer stags in Britain live for more than eighteen years.

There is a particular terminology connected with antlers. They are divided into the "coronet," or "burr," at the root; the main shaft is known as the "beam"; the "tines," or "points," branching from the beam are known (from the "burr" upwards) as the "brow," "bez" and "trez." Points branching from the beam above the trez are known as "points on top." A "royal" is a stag with twelve points, including three on each top. The shooting of a royal by fair stalking means (or used to mean) a bottle of whisky for the stalker. Until a stag is a royal it is known by the number of its points—an eight-pointer, a ten-pointer, and so on—and after a royal it is again known by the number of its points. Or should be. Two other terms are used (mostly by novelists): they are "imperial" and "wilson." An "imperial" is apparently a fourteen-pointer—and that is a very fine trophy indeed. But an imperial is a pint or a beard: it is not a stag. A "wilson" is also, apparently, a fourteen-pointer. I do not know how this term originated, and I have never heard it used, but it has appeared in two novels of recent years. Red deer kept in open parks often show eighteen points and more. Forty-seven points have been recorded for a park deer on the Continent. Wild red deer in Britain very rarely show more than twelve points.

Antlers are very extraordinary things. We are so accustomed to seeing them that we take them for granted and do not think about them except, perhaps, as possible trophies. We just take it for granted that antlers have a purpose, that stags grow them because they are useful in some way. But when you come to think about it, it is not at all easy to see the purpose of antlers. Why do stags have these huge and surely cumbersome growths upon their heads?

They are a sexual characteristic, of course. A very distinctive one: indeed, of all the superficial differences between the sexes, there is none more striking than the antlers of deer. With the single exception of the reindeer, where they occur in both sexes, they are confined to stags. And in the reindeer, in the vast majority of cases, the antlers of the male are much bigger than those of the female.

Before a new antler begins to grow there is a greatly increased blood-supply in the skull and the pedicle. (The pedicle is an outgrowth from the frontal bone of the male, appears in the first year, is a permanent structure and increases in girth in subsequent years.) When the growth begins there is an overflow of cartilage and young bone from the surface of the pedicle. As the antler continues to shoot, the skin is carried up with it, forming the hot, short-haired "velvet," which is very rich in blood-vessels. In all Nature there is no bone-growth so rapid as the growth of antlers. In all Nature (except, of course, in embryonic development) there is nothing like this quite amazing yearly extension of skin over a large surface in the course of a mere three months.

It is obviously a very expensive business, very wasteful of strength, to grow antlers. And when they have been grown they must impose a very considerable physical strain on their owners. Antlers can be very heavy things to carry around: a really good head may weigh as much as 70 lb. But grown they are. And, having been grown, surely it is extraordinary that they should be shed: that the whole thing should have to be done afresh every year?

Horns in cattle are permanent structures and occur in both sexes. They have an obvious use as offensive and defensive weapons. But this is certainly not the case with the deer. If antlers were of value as protection against enemies, they would be possessed by both sexes and they would not be shed annually. It must also be remembered that stags are without antlers for a portion of each year and that, while the antlers are in velvet, they are very sensitive and quite useless as weapons.

In any case, it does not appear that normal antlers are very effective weapons. In fights between stags during the rutting season (which is now), the points of the antlers are not used during the actual fight. The stags wrestle; they do not stab. Fatalities in fights are rare and, when they occur, are usually the result of an accident; one of the contestants falling and injuring himself on the rough ground—that sort of thing. There have been occasions when the antlers of fighting stags have become interlocked, and then both stags have died. Deaths have also occurred when a stag with normal antlers has been engaged in a fight with a "switch." Indeed, a switch, unencumbered with spread and points, can be a very dangerous animal. On the other hand, should a stag, in the "defenceless" period, without antlers, be forced to fight, he can give a very good account of himself.

It has been said that the stags with the best heads are the most successful with the hinds; that they secure for themselves the largest number of wives. If this were so, royals should always have the biggest harems. But I do not think that it is so. Some stags never grow antlers (they are called "hummels" in Scotland and "notts" on Exmoor), and such stags never have any difficulty in securing a harem nor in defending it against all rivals. Indeed, hummels are master stags. Having no antlers to support, everything goes to bone and muscle, and a full-grown hummel is a massive beast, more like a polled bull than a stag. Moreover, hinds show no preference whatever for a stag with a fine head as against one with a poor head.

The stags keep together until the middle of September, when, their antlers clean and the hairs of the neck long and wiry in a mane, they separate to seek the hinds. Each stag who is strong enough to do so (and strength does not seem to have anything to do with a fine head) collects a herd of hinds and defends his property against all comers. He also gathers in any other hinds he may be able to round up. During the rut there are constant challenges, with much roaring, and occasional fights between the master stag and rivals who either want more hinds or have not got any. The hinds take no notice of these fights. One stag is just the same as another to them. Indeed, there are usually a number of young stags hanging around the skirts of a herd, and, while the master stag is engaged with a rival, they will run in and mate with any handy hind. Should the master stag be beaten, the hinds do not appear even to notice the change, and accept their new master with perfect equanimity. They are quite magnificently complaisant. This, and the undoubted success of the hummels, disposes of any idea that a good head of antlers is essential to the collection of hinds. In any case, a master stag, even a hummel, soon becomes worn out—it is no easy matter to control fifty wayward hinds—and his place is at once taken by another. Hinds may have three or more masters during a rut, and towards the end of the season the hind herds are much split up, and then the young and inexperienced stags, the weaklings and the cowards, come into their own.

Mr. Mortimer Batten, a very experienced field naturalist, with a long acquaintance with red deer, has suggested that the real use of antlers is not for fighting but as a protection for the hinds: they make the stags conspicuous and so draw attention away from the hinds. If this is so, then I think that it is the only case in Nature in which a character in itself disadvantageous (and I think that on the whole there can be no doubt that antlers are not an advantage to a stag) has been perpetuated by natural selection because it is of advantage to the other sex. It must also be remembered that hinds are not in company with stags throughout the year, and they would need the protection at that time (were they not very well able to look after themselves, which in fact they are) just as much as at any other time.

There must be some advantage in possessing antlers (and presumably in possessing as many points as possible), for otherwise they would have disappeared long ago and all red deer would be hummels, but it is not easy to see what that advantage is.

Stalking, like everything else, is not what it was. It has always been a rich man's sport, and rich men are not so plentiful nowadays. Moreover, deer forests have to be managed, and managing a deer forest, if not quite so exacting as managing a good grouse moor, is an expensive business. Stalking in Scotland may never recapture the glories of old, but so long as the red deer remains, stalking will remain. In the old days the "gentleman" had nothing to do but obey orders from the stalker, be able to crawl long distances if necessary, and hold a rifle straight. He needed to know little about the intricacies of wind and scent, little about the ways of the red deer. It seems likely that the stalker of the future will have to know a great deal more. And that is, really, a good thing.

A HERD OF DEER TAKING THEIR MORNING WALK IN RICHMOND PARK: The herd of deer in Richmond Park is probably the best known to Londoners, but there are many other herds in the British Isles, notably the one on Exmoor, where red deer are found in great numbers and where stag-hunting takes place.

A FINE STUDY OF THE HEAD OF A STAG: The form of the antlers is clearly visible in this picture. In his article, Mr. Vesey-Fitzgerald deals at length with the technical terminology which is often used to describe antlers.

SUTHERLAND: The PLIGHT of a CROFTING COUNTY

Sutherland Faces Up to the Persistent Highland Problems of Depopulation and Lack of Industries

THE IDEAL FISHING-GROUNDS OF SUTHERLAND: The lochs and rivers near Lairg are visited by anglers from many parts of the British Isles.

THE OLD CROFTERS' HOLDINGS ARE CONVERTED TO FARMING: Many old-style holdings in Sutherland, like this one, are too small to maintain a whole family. This has been realised by the Department of Agriculture for Scotland, who have established at Ballintore a group of new holdings. Each of the holdings is as large as a single family can handle.

WILL THEY REMAIN IN SUTHERLAND? The children pore over their books at the village school in Inchnadamph. During the last twenty years the population in Sutherland has fallen 15 per cent. This brings it down to less than half the total population a century ago. Even then bribes were being offered to stop Highlanders emigrating to America.

On right—

THE OLDEST LAND SURFACE IN THE WORLD IN SUTHERLAND: Near the west coast stands the weird peak of Suilven, 2,399 ft. high. Beyond it are stretched out the bleak moors, intersected by lochs and streams. There is no hill farming in this part of the county, but it is hoped soon to harness the water on the moors into hydro-electric power.

THE CROFTING TOWNSHIP WITH A FUTURE: Across the lonely Sutherland countryside, not far from the sea, lies the crofting community of Scourie. The land has now been turned over to forestry and agriculture, and under the schemes sponsored by the Westminster Estates, Scourie is taking on a new lease of life. Already the young men are returning in strength to this prospering township.

The plight of the Highlands has been the subject of debate for close on 200 years. But only now does it appear that definite action is being taken to alleviate the hardships encountered there. Even of recent years the steady decline in population in the Western Isles has been too readily regarded as a local problem. Now, however, attention is once again being focussed on the problem by the plans which are being made in Sutherland.

The reasons for the decline in the prosperity of Sutherland go back to the eighteenth century. Then the great woodlands of the county were exploited and, to a great extent, entirely destroyed. At the same time, people were being banished from the straths to make room for sheep and deer—a sign of the times this, for it marked the decline in the clan system. The expelled people were driven south and to the coast. On the coast they founded small fishing villages, and Sutherland still has an important fishing industry. Ullapool, on the west coast, has an annual turnover of £250,000 on herring alone. But even Ullapool took over 150 years to establish itself.

The flight to the coast was ominous, for this was crofter country. While some landowners converted their land from crofting into deer parks, those Highlanders who remained and formed their own crofting parishes were beset by economic difficulties. When they found it impossible to pay their rent, they moved south, or emigrated. A hundred years ago the problem of emigration to America became so acute that far-sighted Scotsmen offered a sovereign to any Highlander who, during the previous six months, had changed his mind about emigrating. To some extent, the wealth of each individual crofter depends on the size of his community. And this desertion of the Highlands has had a disastrous snowball effect.

In Sutherland to-day all but two of the parishes are by the sea. This means that many of the crofters are, in fact, fishermen. At the same time the crofts themselves are, in their traditional size, not large enough to support an average family. To counteract this, a scheme has recently been inaugurated at Ballintore. Here the Department of Agriculture has established a group of new holdings, each of which is considered large enough to support one family.

The scheme that has gone farthest is the Forestry Commission's plan for reafforestation. Near Embo Muir, the Commission have established 670 acres of plantations, besides nurseries for other parishes. At present these schemes employ only a small number of people. But future plans contemplate the afforestation of many thousands of acres in the county.

At the same time, plans are well ahead for work on the hydro scheme at Loch Shin, where one major and two subsidiary power stations will be built. Besides providing employment for many hundreds of men in the next seven years, it is obvious that this great new source of electric power may yet transform the aspect of Sutherland and of the Highlands. These plans for the future must give new hope to those Highlanders who have remained in their own county.

WHERE A NEW GENERATING STATION IS RISING ON THE NIAGARA RIVER : The existing power station, which generates 525,000 h.p., is seen on the right, while on the left is the excavation work and part of the equipment for the No. 2 Generating Station which will produce 700,000 h.p. The 50-ft.-wide penstock tubes pass down the cliff to supply the new generating station, having drawn their water from a point above Niagara Falls and diverted it to the penstocks below the Falls by way of a tunnel and canal system. The development is to be known as the Sir Adam Beck Generating Station No. 2, in honour of the man who fathered Ontario's first power schemes

THE FOREBAY HEADWORKS LYING IN FRONT OF THE PENSTOCK OPENINGS LEADING TO THE NEW POWER STATION BELOW NIAGARA : The headworks contain trash racks, special recesses for emergency gates and headgates. They filter debris from the water prior to the water's descent through the 492-ft. long penstocks to the turbines. Here, the headworks are shown in an advanced stage of completion. To the left is the turbulent Niagara River, and to the right is the forebay of the 2½-mile-long canal leading from the twin 5½-mile-long tunnels which carry water from a special diversion point situated in the Upper Niagara Basin.

MORE POWER from the NIAGARA

The Progress of the Mighty Electrical Undertaking Which Will Add Vastly to the Horse-Power of Niagara's Output

Canada's extraordinary industrial strides and the development of her natural resources, which are reflected in the New World status of the Canadian dollar, and in particular in its superior relationship to the U.S. dollar, have surprised the modern world. Everywhere the frontier is being pushed back, and at the same time the population is increasing steadily, being now in excess of 14,000,000. Hydro-electric development in Canada is on an immense scale, and in Ontario and Quebec in particular it has had to go ahead with all speed to meet the ever-increasing demands of industry. In Quebec the most notable development is perhaps that of the Shawinigan Falls Water and Power Company, which is developing the power chain on the St. Maurice, a mighty tributary of the St. Lawrence, while in Ontario there are many and various schemes throughout the province, but none more elaborate than that on Niagara, where a new power station, taking its water from above the Falls, is now being planned beside the existing power station.

It was early in 1950 that the Canadian and United States Governments made an agreement to develop more power at Niagara Falls, without marring the scenic beauty of the famous Falls. The extra water diversion under the new agreement is not to detract from the tourist attraction of the Falls. The Ontario Hydro-Electric Power Commission immediately began construction of the power it was permitted to develop under the agreement. The first unit is to be ready by 1954. A second stage of construction was planned to be started in

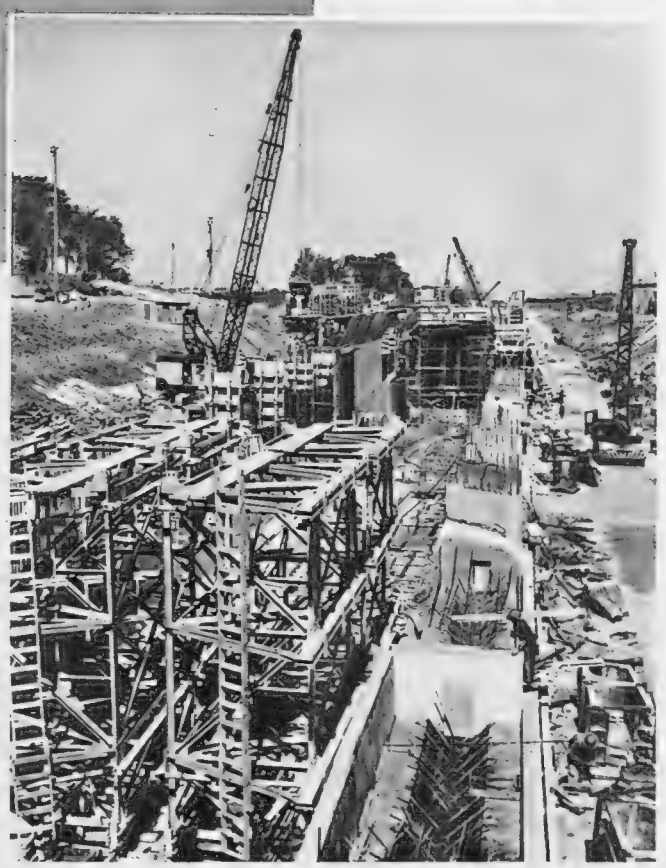
On left—

THE GIANT INTAKE STRUCTURES AT NIAGARA : While the spray of the Falls leaps high some two miles downstream from this view, work proceeds on the intake structures of the Niagara project, which may be seen in the centre background. A cofferdam has been constructed and the water pumped out, so that the structures can be built "in the dry." In the centre foreground is the intake structure of Sir Adam Beck Niagara Generating Station No. 1. Each of the new intake structures will be 500 ft. long, looking not unlike a giant mouth-organ on end. They will direct a total of 40,000 cub. ft. of water per second into two 5½-mile-long tunnels.

Below—

THE GATHERING TUBES : 66 ft. below the level of the roaring Niagara River, which is held back by the timber cofferdam at right, helmeted construction men are seen at work on the No. 1 intake tube associated with the new generating station. The two gathering tubes under construction are situated about two miles above the famous Niagara Falls. Each gathering tube will divert water at the rate of 20,000 cub. ft. a second from the Upper Niagara River into twin 5½-mile-long tunnels. The tunnels will carry the water to the open-cut canal.

THE OPEN-CUT CANAL WHICH WILL TAKE THE WATER TO THE HEADWORKS OF THE NEW POWER STATION : The water will previously have travelled through the tunnels which have been made under Niagara city.



A FINISHED PORTION OF ONE OF THE NEW WATER TUNNELS : The tunnels are lined with 3 ft. of concrete and through them will flow about 15,000,000 gallons of water per minute.

1956, but so great has the demand for power become with expanded defence industries, that the work, which was scheduled to be started in 1956, was actually started last summer, and is to be ready in 1956. Meanwhile, no action has been taken on the American side of the Niagara Falls, where the decision as to who is to develop the power, whether private industry, New York State or the Federal United States Government, has not yet been reached.

At Niagara Falls two tunnels are being dug under the city, as part of the expansion of the power development. For 5½ miles under the city and its environs workmen are now busy digging through rock and sand to build a tunnel the height of a four-storey building. These tunnels will carry the water from above Niagara Falls to a point far below the Falls on the Niagara River, where a new power station is being built. The programme is to cost 312,000,000 dollars.

The development will take water as it rushes towards the brink of Niagara Falls and divert it through two 45-ft.-wide tunnels to 250 ft. below the river surface. Then for 5½ miles two 45-ft. tunnels will gradually carry the water uphill again to an open canal, which will carry it two miles to the twelve penstocks of the new generating station, to be called the Sir Adam Beck Generating Station No. 2. (Sir Adam Beck fathered Ontario Government's electric power development.) There the water will be almost on a level from which it started and will drop down the concrete penstock tubes to the electric power generating turbines. Then the water will drop a little more into the roaring Niagara River, and so on its way to Lake Ontario.

The tunnelling job is being done from five shafts sunk off-centre from the actual course of either tunnel. This was done to allow for the building of a second tunnel, which was not anticipated for some years, but on which actual construction was put under way last winter. As the shafts were sunk, a concrete shell was built to form the shaft and this method of construction will be continued throughout the tunnelling work.

From the rock walls of the Niagara River shore below the Falls a site has been excavated and dynamited by Northern Ontario hard-rock miners. Here the generating station is being built, alongside the Sir Adam Beck No. 1 Station built some years ago. The canal, which will carry the water from the end of the tunnel to the generating station, will be 200 ft. wide and 60 ft. deep. It is being cut out of solid rock.

The vast construction job has required building an entire town site complete with hospital for the 6,000 men who are employed on the project. Access roads to take the rock and earth from tunnels have had to be built.

AMERICANA

Mr. Nixon Flies Away; The Eisenhowers At Home; Mr. Warren Becomes Chief Justice; Mrs. Pandit at the United Nations; and Miss Traubel Changes Her Tune

TO BE THE EYES OF EISENHOWER: Richard Nixon, Vice-President of the United States, shaking hands with the President across a globe before leaving on his goodwill tour of the Far East, which will take him a total of 37,000 miles. Since his election to the Vice-Presidency, after the dramatic campaign in which he was so powerfully assailed by his opponents, Mr. Nixon has taken a full share in Cabinet responsibilities and has probably been more active than any Vice-President before him. He now claims that on his Far-Eastern trip he can be of outstanding service, acting as the eyes of the President in the more remote corners of the world.

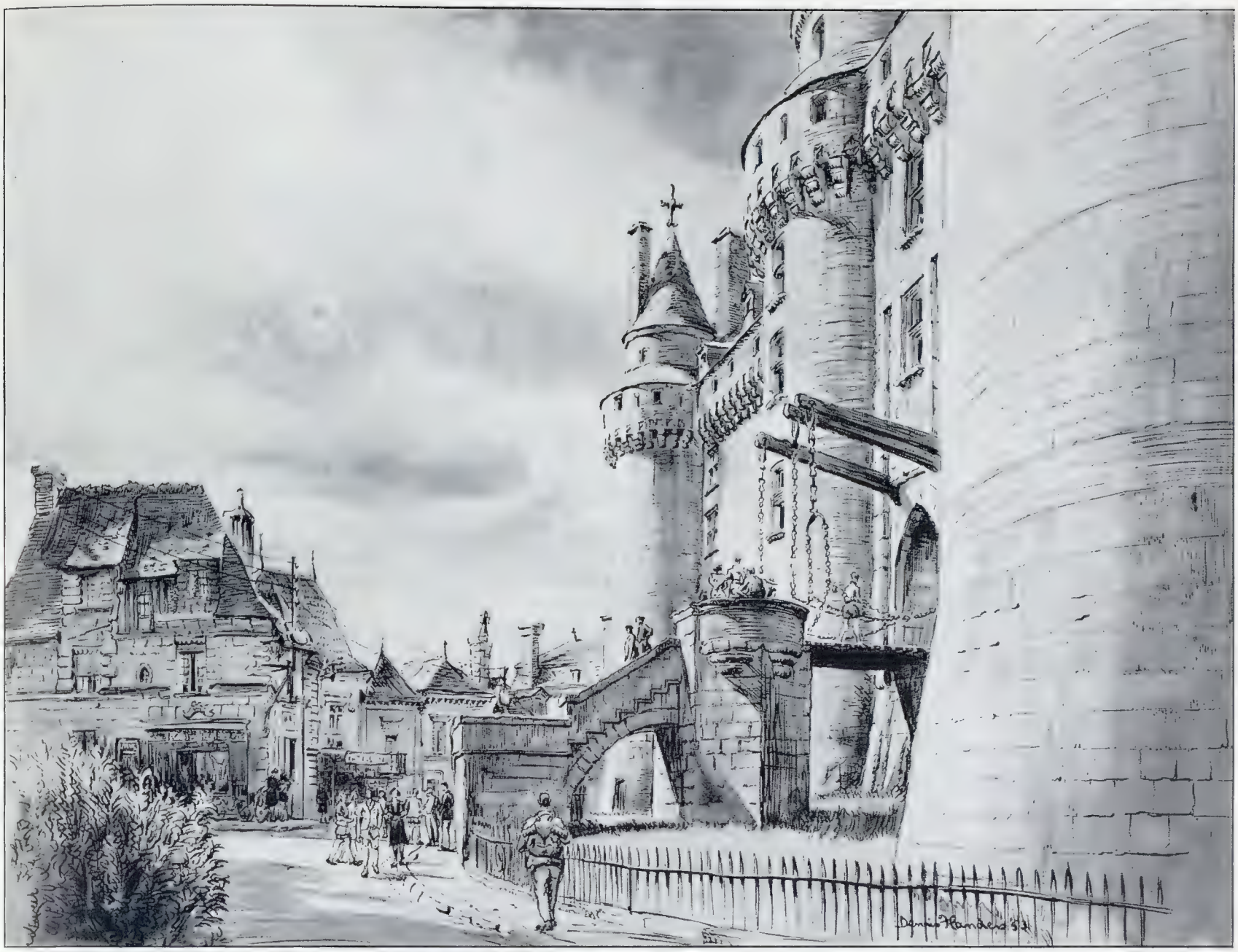
EARL WARREN, OF CALIFORNIA, BECOMES THE FOURTEENTH CHIEF JUSTICE OF THE UNITED STATES: The former Governor seen as he was robed by R. H. Marshall, the robing-room attendant, before taking his place in the Supreme Court. Mr. Earl Warren, who is sixty-two, had been appointed Chief Justice by President Eisenhower to succeed the late Mr. Fred Vinson. Mr. Warren has a great reputation as Governor of California for the past ten years. A Republican who tried unsuccessfully last year to get the Party's nomination for President, he has three times been elected in his State, with overwhelming majorities, on one occasion being the Democratic as well as the Republican nomination. Mr. Warren is the first Californian to hold the office of Chief Justice, and though he has had no previous experience on the bench, he has been District Attorney and Attorney-General of his State. His appointment has been universally welcomed, and his liberal ideas, which were recently exemplified when he fought the imposition of a loyalty oath on teachers in his State, have gained him many admirers. The President said that Mr. Warren had been appointed for his honesty, integrity, objectivity and moderate philosophy; he would make "a great Chief Justice."

A FAMILY GATHERING AT THE WHITE HOUSE: President and Mrs. Eisenhower with President Remon and Mrs. Remon, of Panama, and the three grandchildren of the Eisenhowers, the latter wearing Panamanian costume as a compliment to the American President's guests. The three children are Susan, aged one-and-a-half, David, aged five, and Barbara, aged four. Their father is Major John Eisenhower, who has just returned from Korea.

On left—

FROM BRUNHILDE TO BLUES: Miss Helen Traubel, the celebrated soprano, a star at the Metropolitan Opera House in New York since 1938, makes her debut as a crooner in a Washington hotel. Miss Traubel, whose rendering of the "St. Louis Blues" is now part of her new repertoire, declined to renew her contract with the Opera House because its manager disapproved of her night-club appearances during the season. Miss Traubel describes his attitude as "rank snobbery."

MRS. PANDIT CONGRATULATES THE NEW MEMBERS OF THE SECURITY COUNCIL: At the United Nations headquarters in New York, the President of the U.N. General Assembly, Mrs. Vijaya Pandit, congratulates the delegates who had just been elected to the Security Council. They are, from left, Mr. Leslie Knox Munro, of New Zealand, Mr. Ferreira de Sorza, of Brazil, and Mr. Selim Sarper, of Turkey. It took eight ballots to decide whether a seat should go to Turkey, the United States nominee, or the Soviet-sponsored Poland.



THE CASTLE OF LANGEAIS FROWNS OVER THE LITTLE TOWN IN WHOSE CENTRE IT STANDS : "Langeais looks as a castle ought to look," says Dennis Flanders, "so strong protective, dignified, beautiful, terrifying." Langeais is one of the finest edifices dating from the end of the Middle Ages. The ruins of the first stone dungeon built in Europe lie in its gardens. The donjon at Langeais was built in 984 by Count Fulk of Anjou, surnamed The Black Falcon, who in his youth burned his wife at the stake and in his old age waged his bitterest war against his son. The Black Falcon's career was one long series of resounding victories over his rivals.

THE CHÂTEAUX OF TOURAINE

Some of the Great Edifices of Western France Provide the Subjects for a Special Exhibition of Pictures which is to be Held in London Next Week

DRAWINGS BY DENNIS FLANDERS

Dennis Flanders, an artist whose work is well known to SPHERE *readers, has lately returned from France with a fine series of drawings, made in pen and ink and in colour, and reflecting the glories of the great châteaux that lie along the Loire, the Vienne, and the Indre. Some of these drawings are shown on this and succeeding pages, and they will be included in a special exhibition which Mr. Flanders is holding at the galleries of Coombs and Percival, Albemarle Street, London, W.1, opening next Tuesday, October 20, and concluding on November 3. Ralph Dutton, who wrote "The Land of France" with Lord Holden, has contributed a short article on the châteaux, which played such a part in the turbulent history of France during the Middle Ages and subsequently.*

THERE is no more historic and romantic area of France than the ancient Province of Touraine, now represented by the department of Indre-et-Loire. It is historic, since it plays a more intimate part in the long turbulent story of the Kingdom of France during the Middle Ages and following centuries than Paris itself, and it is romantic for the gentle beauty of the countryside, which is threaded by the great River Loire and its many tributaries, and for the splendid examples of architecture which are to be found in such extraordinary numbers on these green and fertile slopes.

The bold hills which rise here and there rather unexpectedly from the well-watered valleys were crowned from early times with defensive castles, but during the following centuries, as one monarch after another showed a preference for Touraine over the Ile-de-France, it became the cultural centre of the country. Gradually the rude strongholds were given a less austere, a more domestic, aspect, while within the stout bastions rooms suited to the improving standard of comfort were contrived. With the advance of the Renaissance the magnificent and elaborate buildings arose of which we now think when we speak of the châteaux of the Loire.

Some of these great buildings were set on new sites, but the majority were raised on old foundations. In the latter group are castles such as Chinon and Langeais—one now a ruin, the other a thorough nineteenth-century restoration. The mouldering walls and towers of Chinon, which date from many periods from the eleventh to the fifteenth centuries, are spread over the summit of a steep hill which overlooks the poplar-bordered valley of the Vienne, here within a short distance of its confluence with the Loire. Below the hill, on the banks of the river, clusters the town, which still seems dominated by the ruins of what was once the most powerful fortress in the province. In this castle Henry II, King of England, died in 1189, with almost the whole of France under his sway. But his great empire was already cracking, and before the death of his youngest son John, twenty-seven years later, the English had been bereft of almost all their French possessions. In the fifteenth century this position was once again reversed, and Charles VII of France, when driven by the English from Paris, came to live in his redoubtable castles in Touraine. It was at Chinon that Charles first saw Joan of Arc in 1429, when the famous meeting took place at which the King, partly in jest and partly to test her powers of devination, tried to confuse the Maid about his identity.

THE GUARD-ROOM, OR CHAPEL ROOM, AT LANGEAIS : The last private owner, Mr. Sigfried, collected a mass of Gothic furniture, chests, tapestries, cabinets, and four-posters, completely furnishing the castle as it might have been furnished in the Middle Ages. The model in the centre is of Cologne Cathedral, exquisitely wrought and perfectly reproduced, and was the work of Mr. Sigfried.

Langeais, to the north-east in the Valley of the Loire, has less historic, but perhaps more architectural interest, for it has been restored, with that painstaking care which was considered correct in the last century, to the exact appearance it was thought to have borne when built in 1464. The original fortress on the site was incorporated in the fifteenth-century building and, though the stout walls and bold machicolations give the appearance of a defensive structure, the larger windows and the planning of the interior show that domestic comfort was studied in its building.

There are many other châteaux in the district which can boast an ancestry more ancient than their present appearance would suggest. There is Luynes, for example, which stands impressively on a hill above the little town of the same name. Massive circular towers enclose a courtyard where fine Renaissance work forms a striking contrast to the grim outer walls. This part of the château is more or less contemporary with Langeais, but is entirely different in spirit,

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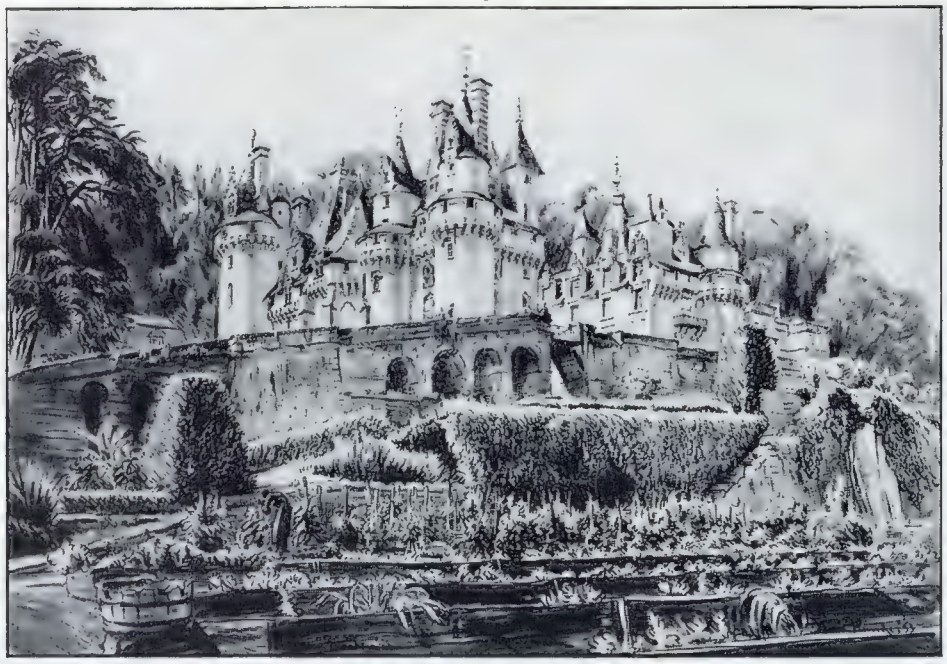


CHÂTEAU OF USSÉ : This château is owned by Comte de Blacas. Numerous bell turrets and fantastically-contrived towers rising from the depths of the valley make it look like the castle of Snow White or the Sleeping Beauty. The situation of the castle is superb on terraces above the Indre. The grounds of Ussé are seven miles in circumference. The terraces were the work of Vauban, whose daughter married a member of the Bernin de Valentinay family, to whom the château belonged.

THE CHÂTEAU OF VILLANDRY HAS THE ASPECT OF A DELIGHTFUL RENAISSANCE COUNTRY HOUSE : It is the residence of M. Carvalho, whose father founded the famous Demeures Historiques, whose purpose is to help save the great houses of France from decay. The square tower of the fourteenth century, which is in the middle distance towards the right, is the oldest portion of the château.

THE CASTLE OF CHAMBORD STANDS IN THE MIDST OF A PARK AS LARGE AS PARIS : The castle lies about ten miles from Blois, with a great forest surrounding it. The first sight of this extraordinary fantasy which bursts upon the visitor after he has traversed one of the long forest drives is overwhelming and unforgettable," declares Dennis Flanders. "Was ever such an architectural caprice created before or since?" he adds. Chambord was a royal palace, and is linked with the name of Francois I. It is said to be an attempt to combine in a single edifice a fortified castle of the Middle Ages and a pleasure palace.

The Châteaux of Touraine

(*Continued from previous page*)

and represents an early example of the style in which so many of the castles of Touraine were soon to be built.

Under the auspices of Louis XII and François I, the rich and the powerful hastened to house themselves in buildings conceived in the new and highly sophisticated style. One of the earliest to construct a château entirely designed in the Renaissance style was Gilles Berthelot, who held the profitable post of Surintendant de Finance to Louis. For his new house Azay-le-Rideau, which he began in 1513, he chose a site on the Indre so devised that the river washes the walls on three sides, and thus forms a wide and impressive moat. The building itself, with its circular corner towers corbelled out over the water and decorated with purely ornamental machicolations, has a welcome simplicity which was soon to be lost when intense elaboration became the dominant note.

The lengths to which elaboration could be taken can be seen at Chambord, the vast structure begun by François I in 1523 amidst the plains of the Sologne north-east of Blois. It is far the largest, but by no means the most attractive of the Renaissance châteaux of Touraine, and its appearance is little assisted by the flat landscape in which it lies.

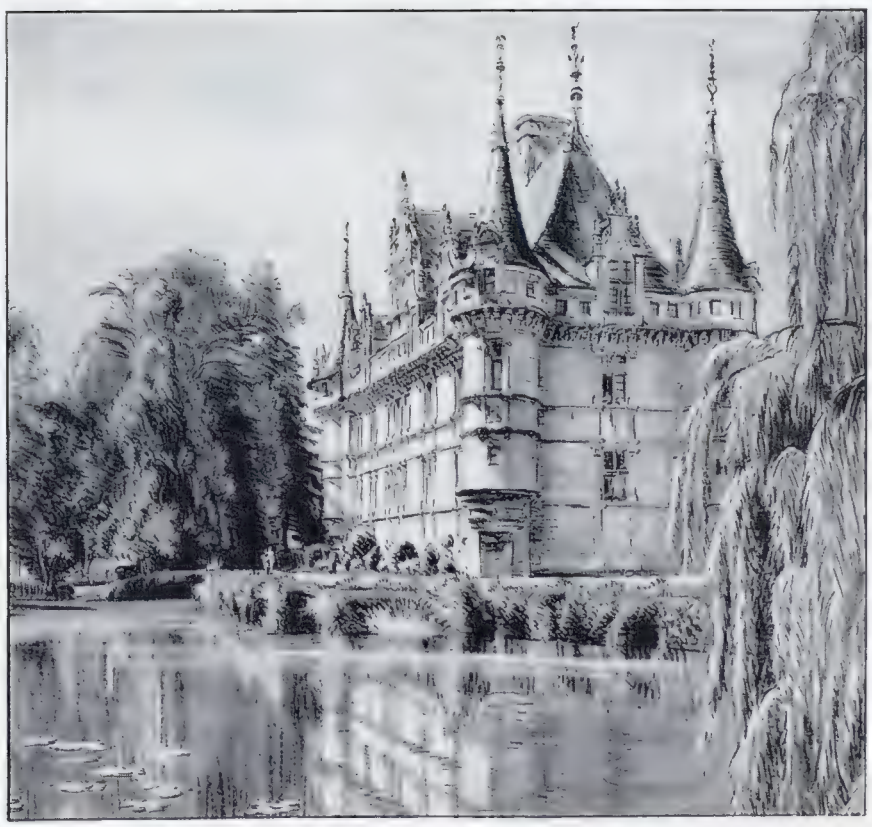
The châteaux of the sixteenth century were not all as elaborate as Chambord : Ussé, for example, standing on a steep hillside above a tributary of the Indre, is a much simpler building—the house of a courtier as opposed to the palace of a king. It has an intimate charm which is lacking at Chambord, while the late seventeenth-century wing and the splendid terraces, which were designed by Louis XIV's military engineer Vauban, add great interest to the composition.

At Villandry there are no distant vistas, no great canals, statuary or fountains, but a complex arrangement of rectangular enclosures surrounded by topiary hedges and strung together by gravel paths set out as geometrically as a Roman city. To many this superb domain, which is still privately inhabited, will seem the most engaging of all the châteaux of the Loire.

RALPH DUTTON

NO OTHER TOWN IN FRANCE RECAPTURES LIKE CHINON THE ATMOSPHERE OF THE MIDDLE AGES : Joan of Arc still makes her presence felt in this charming little town dominated by the fortress where Joan, before going to the relief of Orleans, demanded audience of Charles VII. Joan, who had never seen the King, none the less recognised him as he mingled disguised among his courtiers. Chinon was important as a military centre in Roman times, when it was connected by splendid roads with other strategical points. Clovis, when he was preparing to unite his conquests from the Loire to the Pyrenees, made Chinon one of his principal fortresses. When Dennis Flanders made this drawing looking across the Vienne, he had to leave the road and push his way through undergrowth leading to the water meadows to get to this point.

THE GRIM CASTLE OF LUYNES : It stands above the village of the same name, an aggressive-looking edifice. When lit by the late afternoon sun it has a kindlier aspect. Luynes lies off the main road along the right bank of the Loire, and is easily reached from Tours. The village is very ordinary and distinctly dull.



AZAY-LE-RIDEAU : Many visitors love Azay-le-Rideau beyond all the other châteaux of Touraine, for the pure whiteness of its walls contrasting with its blue roofs, and for the way, too, it mirrors itself in the waters of the Indre, one of the great tributaries of the River Loire. The château is partly built on piles.

CARRARA BOOM DAYS

MEETING THE DEMAND FOR THE FAMED MARBLE WHICH IS QUARRIED IN THE APUAN MOUNTAINS

On right—

ONE OF THE GREAT QUARRIES OF CARRARA MARBLE IN THE MIDST OF THE APUAN ALPS : High amid these jagged mountain peaks Italian workmen still quarry the white marble which was used 400 years ago by Michelangelo. In that sculptor's day the white blocks were cut laboriously from the mountainsides by hammer and chisel, dragged painstakingly down to the valleys, and transported slowly to Rome in seagoing barges. To-day, high explosives crack the mountains asunder and motorised cranes move the huge blocks to the quarry railway lines, via workshops, where they are electrically trimmed and polished before being sent to all corners of the world. Experts predict the quarries will still be turning out marble 400 years from now, and, indeed, the supply appears to be endless, as also is the demand. The Apuan Mountains lie along the west coast of Italy, and face the Tyrrhenian Sea.

A CRAFTSMAN AT WORK IN ONE OF THE CARRARA WORKSHOPS : Andrea Ceccardo giving the finishing touches to a low relief copy of Leonardo da Vinci's "Last Supper." The finished work is destined for Spartanburg, Carolina. *Above on right*—A view of the workshop, showing partly completed statues.

On left—

ROUGHLY-HEWN BLOCKS OF CARRARA MARBLE AWAITING TRANSPORT FROM ONE OF THE QUARRIES : At one time the blocks were rolled down the mountainside or carried down on rude wooden sledges, descending steep paved slipways provided with soaped wooden rollers and controlled by hempen cables. At the foot of the mountains the blocks were often mounted on ox-wagons for transport to the sea. To-day light railways take the marble to the workshops.

On right—

ANOTHER BLOCK OF CARRARA HEWN FROM THE LIVING ROCK : A worker watches the detonation from the security of a block of roughly-hewn marble.

WEIGHT-LIFTING ON SALISBURY PLAIN

A Demonstration of Mechanical Handling by the Army, Showing Some of the Latest Lifting and Carrying Equipment

Although to-day the Army is almost completely mechanised, there is still the problem of loading and unloading goods, and last week, at Bulford, on Salisbury Plain, the War Office demonstrated what has been accomplished in this direction. Among the many exhibits in Exercise "King Kong," as the demonstration was called, were a number of fork-lift trucks. These are fitted with two prongs which can be fitted into the base plates on which the load to be carried is standing. The fork can lift the load vertically for 9 ft. and carry it to any position for stacking or loading on to a transport vehicle. The introduction of these trucks has been the biggest factor in speeding the flow of stores in the field.

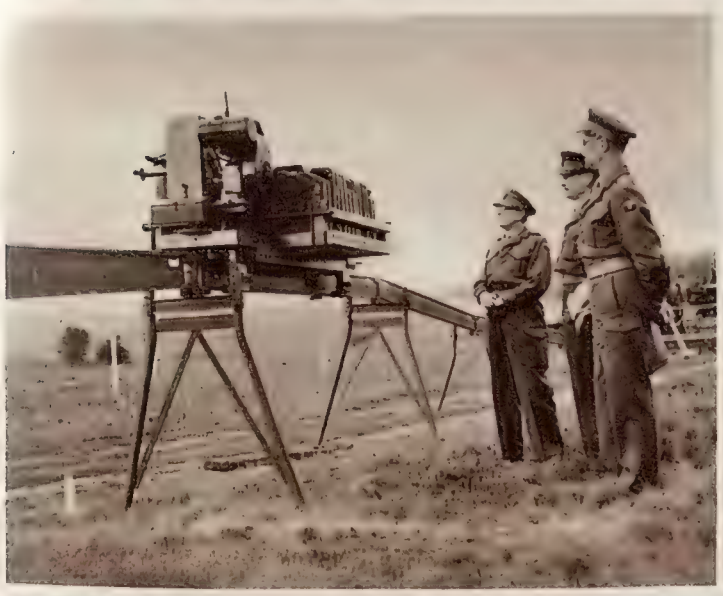
During the demonstration there were some interesting "contests" between mechanised units and non-mechanised units. In half-an-hour, a team of non-mechanised infantrymen unloading ammunition maintained the high rate of 7½ tons per man-hour. But a mechanised team using a fork-lift truck was able to attain a rate of 30 tons per man-hour. One of the last items on the programme was a demonstration in which twenty-eight sappers using "humpers," as the fork-lift truck is called, built and launched three sections of a heavy Bailey Bridge in ten minutes. Without the help of the "humpers" this task would have taken forty men forty-five minutes.

The demonstrations were watched by many high-ranking officers, and no doubt there are many fatigue men in the Army who will read about the exercise with interest.

THE ARMY SHOW THE WAY—A DEMONSTRATION OF MECHANICAL HANDLING ON SALISBURY PLAIN: This crane, which was one of the many machines taking part in the demonstration, is lifting an anti-aircraft gun barrel weighing 17 cwt. by means of an electro-magnet. The demonstration, which was called Exercise "King Kong," was given by Southern Command for the War Office, and high-ranking officers from the War Office, Home Commands and B.A.O.R. were present.

DOING THE WORK OF 180 MEN: This Diesel-powered freight-lifter, which is here seen carrying ordnance stores, has a capacity of 12,500 lb. As well as transporting the load, this machine can lift it to a height of 9 ft. and stack it in any desired position.

A HYDRAULIC JIB CRANE SHOWS ITS PACES: Senior Army officers watch as the crane lifts a load of over 5 tons. An important feature of these machines is that they can operate on uneven surfaces.



THE MONORAIL HELPS THE ARMY OVER ROUGH COUNTRY: This equipment can be speedily erected and it will carry reasonably heavy loads over long distance at speed. It can also be used to bridge a river.

ONE W.R.A.C. CARRYING A LOAD OF 2,000 LB.: A tracked fork-lift truck being driven over rough ground by a woman driver who is doing the work of twenty-four men. This was one of the many machines demonstrated during Exercise "King Kong" on Salisbury Plain.

THE VILLAGE OF SHERE, IN SURREY, WHERE THE HEAVY THROUGH TRAFFIC HAS CAUSED CONTROVERSY OVER THE BUILDING OF A BY-PASS : Shere lies in a lovely section of the Tillingbourne Valley and also on the main road between Guildford and Dorking. Because of the heavy traffic passing through the narrow and picturesque streets, there has been a proposal to build a by-pass which would run through the field in the foreground of this picture. There is another body of opinion, however, which says that the by-pass would ruin the famous beauty spot and spoil the peace of the hillside. Both sides have plausible arguments and no decision has yet been reached.

ROUND, OR THROUGH SHERE?

A Controversy Over the Question of Traffic Passing Through a Charming Surrey Village

Written and Illustrated by VICTOR COVERLEY-PRICE

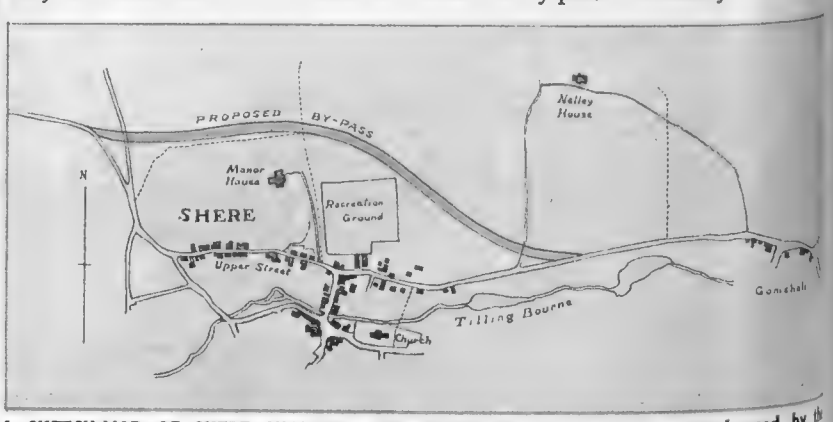
Very few of the thousands of motorists who stream through Shere during the holiday season, on their way to or from their favourite resorts in Surrey or Sussex, can be aware that this peaceful-looking village—one of the most picturesque in the Home Counties—is divided, whenever the local traffic problem comes up for discussion, by a controversy that arouses strong feelings. Regular users of the road between Dorking and Guildford proceed with caution through Shere because the road is narrow and there are some awkward twists between the old houses, where the pavements are inadequate or non-existent. Occasional visitors drive slowly, thereby impeding the through traffic, because they want to admire the charming village in the sleepy valley of the Tillingbourne. But many of the inhabitants are disturbed by the almost incessant flow of heavy traffic on this Class 1 road. It has been wittily said that the traffic has increased by leaps and bounds, and that the inhabitants can only preserve their lives by proceeding in a similar manner.

Under the Surrey County Development Plan it is proposed, some time during the next twenty years, to construct a by-pass, about a mile in length, to the north of the village. The County Council, the Guildford Rural District Council and many of the villagers who are interested in the preservation of the 60-odd buildings along the narrow, twisting highway known as Upper Street insist that a by-pass has become essential. While I was making my sketch of this street my view was constantly obscured by enormous vehicles that passed one another with difficulty at the junction with Middle Street, and my picture shows the shabby condition of the cottage walls, which have had to be patched on numerous occasions after damage due to vibration. The Lord of the Manor claims that, if the by-pass is delayed much longer, "Upper Street may be a shambles."

The route proposed for the by-pass starts at the east end of Shere beside Netley Park, crosses a sloping field overlooking the Tillingbourne Valley, passes the boundary of the Recreation ground and close to the Manor House (now converted into a number of flats), and emerges near the road up Combe Bottom to East Clandon. Netley Park and the field are owned by the National Trust, and neither they nor the farmer who rents the field are enthusiastic about the proposal. Some of Shere's inhabitants go so far as to assert that the by-pass will ruin the beauty of this part of the valley, spoil the favourite and lovely woodland path that leads to the high ground from which my first sketch was made, and yet fail to deflect the buses and tradesmen's vans that serve the village. A few believe that the present road imposes salutary caution on drivers and that the dangers have been exaggerated by others, who advocate the by-pass from selfish motives.

It seems that both parties to the controversy can produce plausible arguments, but only an architect could judge how far the houses are endangered. At a recent meeting of parishioners there were 52 votes for the by-pass and 67 against it, and a request was made for a public inquiry before the final decision. Perhaps, following another suggestion, all action will be deferred until it is known whether the main east-west road on the north side of the Downs, proposed in the County Development Plan, is to be completed. Such a route might deflect much of the heavy through traffic from Shere and render the by-pass unnecessary.

THE BRIDGE OVER UPPER STREET, IN THE VILLAGE OF SHERE : Upper Street is the main road running through Shere. It is picturesque scenes such as this that the by-pass advocates say are being ruined by the constant stream of heavy traffic.



A SKETCH-MAP OF SHERE SHOWING THE PROPOSED BY-PASS : The road used by the traffic at present is Upper Street, a narrow street bordered by cottages. The by-pass would be about a mile in length and pass to the north of the village.

On right—

THE PICTURESQUE HEART OF SHERE, ONE OF SURREY'S MOST BEAUTIFUL VILLAGES : Two young housewives are seen as they pause during the morning shopping to discuss the pros and cons of the by-pass scheme. The quiet retreat near the church is not affected by the traffic, but the whole village is concerned with any threat to local amenities. The church seen in the background is the Church of St. James, and it is over 600 years old.

Below—

ANOTHER VIEW OF THE CHURCH OF ST. JAMES, WITH THE RIVER TILLINGBOURNE FLOWING IN THE FOREGROUND : At a recent meeting of the parishioners the by-pass scheme was discussed, and in the voting there were 52 votes for the by-pass and 67 against it. A request was made for a public inquiry to be held before the final decision is made.

A TYPICAL NARROW STREET IN THE VILLAGE OF SHERE : Most of the buildings seen in this picture are of a fairly substantial type, but in many other places along the main road, the cottages are old and are in constant need of repair.

ONE OF THE CHARMING OLD COTTAGES IN UPPER STREET : It is buildings such as this that the by-pass scheme seeks to protect from the shaking caused by vehicles.

On right—

UPPER STREET AT THE JUNCTION WITH MIDDLE STREET : These old cottages at this junction are the worst sufferers from the heavy traffic. The plaster on the outer walls is constantly being shaken off.

LONG DISTANCE and HIGH SPEED

The Line-Up for the London–New Zealand Air Race: America Regains the Air-Speed Record: An Unconventional Wing-Research Aircraft

THE B.E.A. VICKERS VISCOUNT AIRLINER WHICH TOOK PART IN THE LONDON—NEW ZEALAND AIR RACE LAST WEEK: The aircraft is seen at London Airport during a refuelling practice before the day of the race. Travelling in the Viscount was Mr. Peter Masefield, the executive officer of B.E.A. The other two aircraft in the Transport Handicap section of the race were a K.L.M. DC 6A Liftmaster and a Handley Page Hastings military transport of the R.N.Z.A.F. The Viscount was the only airscrew turbine in the race. The Royal Aero Club, which organised the race, had the great disappointment of seeing the entries whittled down from nineteen to eight. The most notable withdrawal was the Vickers Valiant four-jet bomber, which was taken out of the race by the Air Ministry, as there was not sufficient time to hold long-distance tests. The race was started from London Airport by the Duke of Gloucester, who met the crews of the aircraft taking part before the take-off. While the Canberras led the field, the Viscount put up a sterling performance with a 3,000-mile non-stop flight from London, which is being claimed as a jet turbine record.

THE LINE-UP OF THE AIRCRAFT TAKING PART IN THE LONDON TO NEW ZEALAND AIR RACE: In the foreground are the five Canberra bombers, which were the only aircraft to take part in the speed section of the race. Three of the bombers were from the R.A.F. and two were Australian-built Canberras from the R.A.A.F. The three R.A.F. aircraft are all photographic reconnaissance machines, two of the standard type and one Mk. 7, the latest variant to leave the assembly lines.

THE U.S.A. REGAINS THE WORLD AIR-SPEED RECORD—THE DOUGLAS SKYRAY AIRCRAFT SEEN DURING ONE OF ITS RECORD RUNS: The delta-winged naval interceptor fighter was piloted by Lieut.-Commander J. B. Verdin over a course on the southern coast of California, and the speed reached was an average of 753·4 m.p.h., which beat the British unofficial record held by the Swift by more than the required 1 per cent. This is the first time that the United States have held the record since 1947. The Skyray's highest speed, which was reached on the second run, was 761·4 m.p.h., and the other three runs were made at speeds of 746·07, 746·5 and 759·5. The achievement has yet to be formally recognised by the Fédération Aeronautique Internationale in Paris, but its acceptance is taken for granted. This was the third time that the record had been broken in less than two months. The official record at the time of the Skyray's flight was that set up by Squadron-Leader Neville Duke in the Hawker Hunter in September. This was broken by the Vickers Swift in Libya a few weeks later. To regain the record, a British aircraft would have to fly at a speed of over 760 miles an hour. At a speed so near to that of sound, the question of control is all-important, as the unstable flow of air over the aircraft's surfaces leads to considerable instability.

***Above* and *on left*—A PRIVATE VENTURE BY SHORT BROTHERS AND HARLAND—THE SHORT SHERPA RESEARCH AIRCRAFT SEEN JUST BEFORE ITS MAIDEN FLIGHT: Among the more unorthodox features of this machine, which is part of Short Brothers' own research programme, are the wings, which have some degree of flexibility and are not rigid, as is usual in aircraft.**

The Short Sherpa is the second wing-research aircraft to be built by Short Brothers, and is a purely private venture, an unusual event in these days when it is almost invariably the Ministry of Supply that supplies a contract for research. The other machine, the SB 5, has been flying for some time, and was flown at the Farnborough Air Display this year.

The Sherpa, a model of which was seen at the display this year, has been designed as a forerunner of high-speed aircraft flying at great altitudes. It is also hoped that it will overcome some of the problems that occur when a sweptback-wing aircraft is subjected to heavy loads. The wing of the Sherpa is sweptback, but it is also flexible. When a normal sweptback wing is subjected to a heavy load it bends upwards at the tips and loses incidence, making the aircraft unstable. The Short flexible wing, which was designed by David Keith-Lucas, of Short Brothers, is specially constructed so that when the tips are bent upwards through a heavy load, the wing will twist, thus keeping the angle of incidence constant. Another feature making for greater stability is the rotating wing-tips,

WITH THE "VANGUARD" IN NORTHERN WATERS

Britain's Mighty Battleship Battles Her Way Through Heavy Seas During Exercise "Mariner," Held in Conjunction with the N.A.T.O. Command

H.M.S. "VANGUARD," FLAGSHIP OF ADMIRAL SIR GEORGE CREASY, C.-IN-C. EASTERN ATLANTIC, DIGS HER NOSE INTO A HUGE WAVE WHILE OPERATING WITH OTHER SHIPS OF THE N.A.T.O. FLEETS IN THE DENMARK STRAIT : The weather experienced by the ships in this wide channel between Iceland and Greenland was exceptionally rough and some of the smaller ships had exceedingly heavy passages. Exercise "Mariner" was held to exercise the staffs of nations participating in the North Atlantic Treaty Organisation and to promote smooth running between each command under realistic conditions.

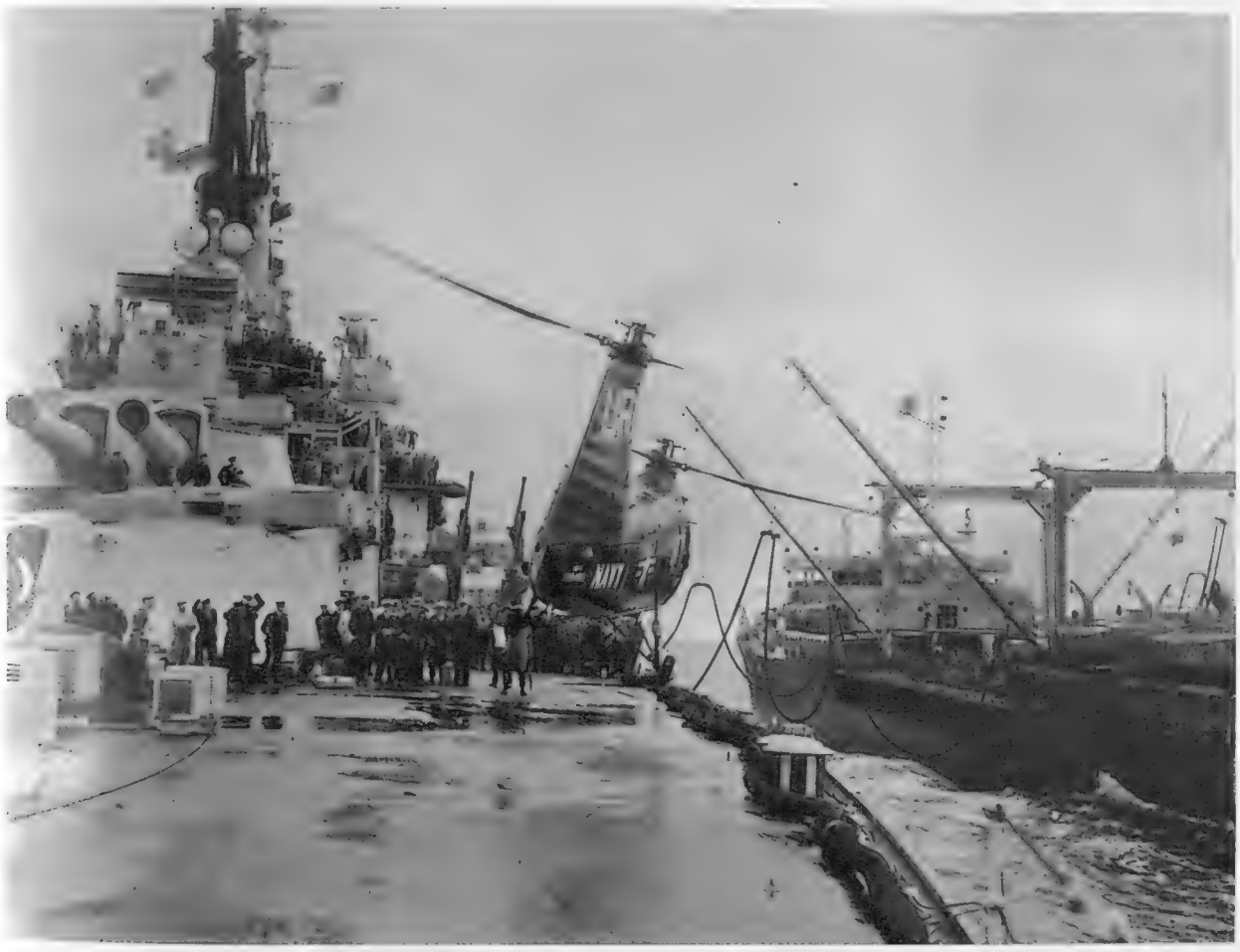
DASHED AGAINST THE SEA-SWEPT DECKS OF BRITAIN'S 42,500-TON BATTLESHIP : This lifeboat of H.M.S. *Vanguard* was ripped from its supporting davits during a boisterous gale in far northern waters.

Exceptionally severe weather was experienced by H.M. ships and the warships of other nations operating with the North Atlantic Treaty Organisation Fleets in Northern Waters during the nineteen-day Exercise "Mariner." The pictures on this page were taken from the British battleship *Vanguard*, and they show some of the weather conditions prevailing around Iceland and Greenland at the end of last month. Heavy seas and sudden weather changes peculiar to the far North Atlantic posed numerous problems in refuelling, carrier operation details, and in other fields. Raging gales and mountainous seas gave the ships more than theoretical trouble, and smaller ships, particularly the destroyers, experienced rough going. Gale velocities ranged up to 60 knots and seas ran so high, at times up to 35 ft., as to roll the flagship U.S.S. *Iowa* as much as 26 degs. In the British cruiser *Worcester* solid seas piling over the bows tore gear loose from the decks, causing her to take water forward, and the ship had to join the mobile logistic support force to effect repairs.

The weather also had much effect on air operations. Often the planes had to be recalled to their ships when low cloud, mist and fog hampered the operations. Such was the case when United States aircraft co-operated with the *Vanguard* in the hunting down of a "raider" trying to slip through the Denmark Strait. Although a land-based maritime aircraft finally located the "raider," other aircraft giving protection to the naval task force had to be recalled when the weather deteriorated.

On left—

A VISITOR FROM AN AMERICAN AIRCRAFT-CARRIER : A helicopter from the U.S.S. *Bennington* lands on the deck of the *Vanguard* during oiling operations.



COMPARISONS IN THE WEATHER AT SEA : *Left*—The fleet oiler *Wave Victor* wallows in the trough of a huge wave at the height of a gale when the wind speed was about 60 knots. Warships can be seen in the grey background. *Right*—An iceberg sighted beneath the guns of H.M.S. *Vanguard* off the coast of Greenland. Fog was also encountered by the ships in Exercise "Mariner." During the Exercise the cruiser *Swiftsure* came into collision with the destroyer *Diamond*.

The Home News in Pictures

TURKEYS FOR CHRISTMAS

A Naval Memorial is Unveiled; a New Village Sign; Everest Man Honoured; the Horse of the Year Show; an Art Exhibition at the Royal Exchange in London; and Other Pictures

BUYING THEIR CHRISTMAS TURKEYS EARLY: The twenty-fifth Annual Turkey Sale in progress at Attleborough, Norfolk. This year 4,500 turkeys were sold by auction, but prices were low. They are bought for fattening, so that they will be ready for the Christmas dinners.

SIR RHODERICK McGRIGOR SPEAKING AT THE UNVEILING OF THE ROYAL NAVAL PATROL MEMORIAL AT LOWESTOFT: The ceremony was attended by about 2,000 people, many of them the relatives of the men who had lost their lives during the war.

ADMIRAL OF THE FLEET SIR RHODERICK McGRIGOR SEEN DURING THE UNVEILING CEREMONY OF THE ROYAL NAVAL PATROL MEMORIAL AT LOWESTOFT: The memorial was erected in honour of the 2,385 men of the Royal Naval Patrol Service who lost their lives during the Second World War and the service of dedication was performed by the Bishop of Norwich, the Right Rev. Percy Herbert. Among those present were the Lord Lieutenant of Suffolk, Lord Stradbroke, who represented the Queen, and Sir Philip Vian, who attended on behalf of the Prime Minister, and Mrs. Attlee.

UNVEILING OF A NEW VILLAGE SIGN AT CHALFONT ST. GILES: Lord Justice Birkett unveils the new village sign, which is the gift of the Chalfont St. Giles' Preservation Society to commemorate the Coronation. The Society has done much to preserve the village, and Lord Justice Birkett said that there should be preservation societies all over the country to preserve rural beauty spots. The new sign depicts St. Giles, the patron saint of wounded animals, being struck by a huntsman's arrow intended for a deer which he was protecting.

SIR EDMUND HILLARY IS HONOURED IN EDINBURGH: Mr. John Bartholomew, President of the Royal Scottish Geographical Society, presents his Society's highest award, the Livingstone Gold Medal, to Sir Edmund Hillary. Colonel Sir John Hunt was also presented with the medal at the ceremony which took place at the Usher Hall, Edinburgh. Mr. Bartholomew recalled similar visits to the Royal Scottish Geographical Society in Edinburgh by Livingstone and Nansen.

THE FIFTH HORSE OF THE YEAR SHOW AT HARRINGAY—SOME OF THE WINNERS ON THE FIRST DAY: *On left*—Major John Crotty, mounted on Badger, owned by Mrs. Crotty, the winners of the chief event of the day, the Show Cob of the Year. *Centre*—Colonel Harry Llewellyn and Foxhunter taking a jump at Harringay. This famous pair were the winners of the Beaufort Stakes. *On right*—The winner of the Overture Stakes, Mr. E. Makin, junior, riding his father's horse, Leicester Lad, to victory. This pair had the only clear round in this contest. The Horse of the Year Show opened with a gratifying number of visitors, who saw an efficient presentation of a varied programme. Among the "personalities" paraded around the ring was the drum horse of the Life Guards, Bonaparte, who was accompanied by trumpeters wearing the State yellow uniforms that date from Tudor times. A happy augury for the forthcoming visit of the British team to the United States was the victory of Colonel Llewellyn and Foxhunter in the Beaufort Stakes. Colonel Llewellyn will captain the team. The last event of the first evening was the Gordon Richards Stakes. Sir Gordon Richards was present to present his cup to the winner.

A GENERAL VIEW OF THE CUSTOMS AND EXCISE ART CLUB'S EXHIBITION IN THE ROYAL EXCHANGE: The exhibition, which was opened by Lord Tedder last week, is open to the public and will continue until October 21. There were 121 pictures on show, which were submitted by thirty-four members of the Art Club. The pictures were generally of a very high standard, and for the most part were conventional, but there were one or two exhibitors who favoured the modern idiom. The Department's Art Club first met in 1935.

MARSHAL OF THE ROYAL AIR FORCE LORD TEDDER, LOOKING AT SOME OF THE EXHIBITS AFTER HE HAD OPENED THE CUSTOMS AND EXCISE SHOW AT THE ROYAL EXCHANGE: It was fitting that Lord Tedder should open the show, as his father was the first Chief Inspector of the Department.

A SWEDISH AIRMAN TRIES THE LORD MAYOR OF LONDON'S CHAIR FOR SIZE: Colonel F. R. Cervell, the Officer Commanding 13 Squadron of the Royal Swedish Air Force, is seen sitting in the chair, talking to Sir Rupert De la Bère. Standing around them are other members of 13 Squadron. The airmen were on a week's goodwill tour of this country and visited the Mansion House. The visit repays one made to Sweden by a squadron of the Royal Air Force.

THE PORT OF LONDON AUTHORITY HOLDS AN ATOM BOMB EXERCISE: Mr. J. S. Paterson, the Principal Officer of the London Region, P.L.A., is seen explaining a model of the Port of London to Mr. P. W. J. Martin (centre), Deputy Manager of the P.L.A., and Mr. E. C. Allen, the Principal Scientific Officer of the Home Office. For the purpose of the exercise, it was assumed that an atom bomb had burst above the River Thames near the mouth of Bow Creek, and with the aid of the 5-ft.-to-1-mile scale model, the amount of damage done and the best methods of surmounting the difficulties caused by an atom bomb were assessed. Representatives of Britain's main dock and harbour boards attended the two-day exercise.

STAGE and SCREEN

"Father Brown" is Filmed; a Record Run at the Ambassadors; a New Ballet; Noël Coward and Vivian Blaine; a New York Stage Success

FATHER BROWN IN QUEEN VICTORIA STREET: Alec Guinness, dressed as the famous G. K. Chesterton character, is seen while filming in Queen Victoria Street, London. The film, which will be called *Father Brown*, is being made by Facet Films for Columbia Pictures, and is expected to be ready for viewing by spring of next year. Co-starring with Alec Guinness is Joan Greenwood. Others in the cast include Peter Finch and Bernard Lee. The film will be a collection of several Father Brown stories, and the screen-play has been written by Thelma Schnee and Robert Hamer, who is also the director. The Company have recently returned from France, where scenes for the film were shot.

"THE MOUSETRAP" REACHES ITS 380TH PERFORMANCE AND BREAKS A RECORD: On October 24, Agatha Christie's comedy-thriller will become the straight play with the longest run at the forty-year-old Ambassadors Theatre. The members of the cast seen above are, from left to right, Allan McClelland as Christopher Wren; Richard Attenborough as Detective-Sergeant Trotter, C.I.D.; and Aubrey Dexter as Major Metcalf. *The Mousetrap* was originally written as an eightieth birthday broadcast play for the late Queen Mary, and was called *Three Blind Mice*. Since the play has been at the Ambassadors it has broken the record for the daily gross, and holds the weekly box-office record for any presentation at the theatre.

On left—
A CHOREOGRAPHER IN A HURRY: Walter Gore, who is at present appearing at the Princes with his own company in the *Walter Gore* Ballet, is seen stepping from a car that raced him from the Princes to Sadler's Wells during a twenty-minute interval. The reason for Mr. Gore's hurry was that he had to take a bow after the first night of his Ballet *Carte Blanche* at Sadler's Wells. *Carte Blanche* is a gay and light-hearted pantomime.

CONGRATULATIONS FROM COWARD: Vivian Blaine, the American star of *Guys and Dolls*, receiving congratulations from Noël Coward and Margaret Leighton on being chosen to appear in the Coronation Year Royal Variety Show, which will be held at the Coliseum on November 2. The three people met at the Café de Paris during a dinner and cabaret that was held in aid of the Actors' Orphanage.

THE HIT OF THE SEASON IN NEW YORK—"TEA AND SYMPATHY" AT THE ETHEL BARRYMORE THEATRE: Deborah Kerr (right) as Laura Reynolds, the housemaster's wife, and Florida Friebus as Lily Sears, in the play by Robert Anderson in which Miss Kerr makes her debut on the New York stage. *On left*—Deborah Kerr and John Kerr (who plays the part of Tom Lee) in another scene from the play, which is the story of a schoolboy falsely suspected of unpleasant practices. Tom Lee, a quiet boy in a New England private school, is caught up in a web of emotions, and as one critic has said, "the play looks deep into the hearts of its principal people." The housemaster is revealed as a pious bully, and the schoolboys as half-educated louts.

TRIESTE

Tension Mounts After the Anglo-American Announcement That Zone "A" Would be Returned to Italy, and Marshal Tito Declared He Would Counter Italian Occupation With Yugoslav Troops

THE FATEFUL DEMARCATION LINE AT TRIESTE : The border control point of Albaro Vescova, where Yugoslav and Anglo-American authorities closed the main road from Zone "A" to Zone "B".

IE GUARD AT THE FRONTIER : Two Italian Carabinieri patrol the barbed wire along the Italian-Yugoslav frontier at Gorizia, some twenty miles from Trieste. Marshal Tito has declared that the moment an Italian soldier sets foot in Zone "A" of Trieste, Yugoslav forces from Zone "B" will march in too.

Trieste has now been a European problem for nearly forty years, but the decision of the Western Powers to abolish military government in the city and withdraw their troops seems to have taken Italians and Yugoslavs by surprise. Since the war, Trieste has been divided into two zones. Zone "A," comprising the city and port of Trieste, as well as a large country district around it, is only predominantly Yugoslav in the outlying areas. This zone was under Allied Military Government. The other zone, including areas which are predominantly Italian, has been under the administration of Yugoslavia.

The Allied announcement found quick reaction both in Italy and Yugoslavia. Celebrations in Rome were mixed with apprehensiveness lest this should be regarded as a permanent solution. In Yugoslavia demonstrations against the Western decision were spontaneous and vigorous. Marshal Tito declared that the moment an Italian soldier set foot in Zone "A," Yugoslav troops would march in as well. However, officials in London do not seem to be unduly perturbed about these reactions.

THE ITALIAN FLAG FLIES OVER TRIESTE CITY HALL FOR THE FIRST TIME SINCE 1943 : Over the City Hall of Trieste, a monument of the days when the territory was part of the Austrian Empire, flies the Italian national flag for the first time since the surrender in 1943. Zone "A," from which Anglo-American forces will withdraw, and whose administration will be handed over to the Italian Government, contains the actual city and port of Trieste.

TENSION AT THE BORDER—ITALIANS AND YUGOSLAVS FACE EACH OTHER : At Gorizia, and all along the frontier between Italy and Yugoslavia, tension has mounted steadily, with many demonstrations, since the announcement that Italy would regain a main part of Trieste.

OPINION IS FORCEFUL IN BOTH COUNTRIES — DEMONSTRATORS IN BELGRADE : Crowds of demonstrators are dispersed by firemen in front of the United States Embassy in Belgrade. As at the British Embassy, the demonstrators protested vehemently against the Western "betrayal" in handing over Trieste's Zone "A" to Italy.

On left—

ITALIANS CELEBRATE IN ROME : The youth of Rome celebrate the acceptance by the Italian Government of the return of Zone "A." But there is considerable opposition to the return of only part of Trieste to Italian rule.

PEOPLE IN THE NEWS

THE ASSASSIN OF TROTSKY IN MEXICO; JULIE WILSON AND VALERIE HOBSON IN LONDON; AND OTHER PERSONALITIES

TROTSKY'S ASSASSIN MAY SOON BE RELEASED FROM PRISON: Jacques Mornard, who assassinated the Bolshevik leader in Mexico City in 1940, is seen in the machine-shop of the "Black Castle of Lecumberri," Mexico's Federal Penitentiary. Mornard was sentenced to twenty years' imprisonment for his part in the assassination, of which he has now served thirteen. He will soon be eligible for parole, but it is thought in many quarters that he will not apply for this privilege as his life has been threatened by Trotskyites and by Stalinists, who fear information that he might reveal on his release. Life in the Federal Penitentiary is not too hard for Jacques Mornard. Instead of the regulation dress of a striped uniform, Mornard is allowed to wear a plain business suit. During working hours he works in the prison's radio repair shop, of which he is the head. Well educated and intelligent, Mornard was once allowed to teach his fellow-prisoners to read and write, but this was stopped when it was discovered that he was quietly converting his pupils to Communism. Because he is in constant fear of retaliation for his part in the assassination of Trotsky, Mornard has a special bodyguard composed of fellow-prisoners.

A HAT-TRICK FOR BETTY RICHARDS: The niece of Sir Gordon Richards is seen having her colours adjusted by her father, jockey Cliff Richards, before her ride in the Newmarket Town Plate, which she won for the third year in succession. This race is the only one under Jockey Club rules in which women may ride, and she is the first woman to bring off the hat-trick in this race. Miss Richards rode Chancellor, the favourite, owned by J. Thorpe and trained by George Todd.

MR. RANDOLPH CHURCHILL COMPLAINS HE IS BEING IGNORED: The Prime Minister's son addressing a luncheon of the Manchester Publicity Association. Mr. Randolph Churchill followed up his recent attack on the Press and newspaper proprietors with another onslaught at Manchester. He complained that several newspapers had refused to print his previous speech, and challenged them to publish this one. His challenge was not everywhere accepted.

JULIE WILSON WILL STUDY VOICE TRAINING: Miss Wilson at London Airport before she left for Rome, where she will study voice training before returning home to the United States. Miss Wilson has just completed a most successful run at the Theatre Royal, Drury Lane, in the starring role in the American musical, *South Pacific*.

VALERIE HOBSON HAS A GREAT SUCCESS IN LOND N'S NEW MUSICAL: With musical director Fre die Dvonch, Valerie Hobson shares a glass of ch mpagne after the opening of *The King and* in Drury Lane. Miss Hobson plays the part o an English governess at the court of a Siamese ing in the new Rodgers and Hammerstein mus cal.

A ROYAL SHOPPING TOUR IN ABERDEEN: Prince Michael of Kent is seen wearing a kilt, while on a shopping tour with a friend in Guild Street, Aberdeen. Few people recognised the Prince as he shopped. The boys were not accompanied by an adult.

CELEBRATING THE TWENTY-FIRST ANNIVERSARY OF THE LONDON PHILHARMONIC ORCHESTRA: Sharing a table at a party held in the Prince Consort Room of the Royal Albert Hall after a performance by the orchestra are, from left to right, Sir Arthur Bliss; Dr. Vaughan Williams, and Sir Adrian Boult, the conductor. All three of them have been closely associated with the orchestra since it was founded. The party was attended by many members of the musical profession.

THE START of the AIR RACE

THE DUKE OF GLOUCESTER STARTS THE LONDON TO NEW ZEALAND AIR RACE

Because the aircraft in the speed section of the London–New Zealand Air Race were of the same type, no handicapping was necessary, and the race developed into what must have been one of the most exciting aerial contests held since the end of the war. This section of the race was won by Flight-Lieutenant Burton, of the R.A.F., in a Canberra PR3—a standard Service model, in a time of 23 hrs. 51 mins. The second Canberra to touch down at Christchurch Airport was flown by Squadron-Leader Raw, of the R.A.A.F. Two of the Canberras failed to finish. The first out of the race was the other Australian-built machine, which burst a tyre on landing at the Cocos Islands, while in the lead. The R.A.F. Canberra PR7, the latest type, by-passed the Cocos Islands and flew straight to Perth, a remarkable feat of airmanship and navigation that established a lead over the other competitors. Unfortunately there was technical trouble with a fuel-filler at Perth, which cost the aircraft the race.

In the transport section the Hastings of the R.N.Z.A.F. was forced out of the race in Colombo, where it developed engine trouble. The B.E.A. Viscount arrived at Christchurch 40 hrs. 40 mins. after leaving London, establishing several records in its flight. The K.L.M. Liftmaster arrived 9 hrs. 17 mins. after the Viscount, but because of handicapping, won the race by a good margin.

ON THE EVE OF THE LONDON–NEW ZEALAND AIR RACE—THE SETTING SUN BEHIND THE AIRCRAFT TAKING PART: Nearest the camera is the B.E.A. Viscount, the only turbo-jet in the race. Next is the K.L.M. Liftmaster and the Hastings of the R.N.Z.A.F.

HE LINE-UP ON THE DAY OF THE RACE: In the foreground are the five Canberras, three from the R.A.F. and two from the R.A.A.F., that took part in the speed section. As can be seen, a large crowd gathered at London Airport to see the start of the race.

THE DUKE OF GLOUCESTER WAVING AWAY THE B.E.A. VISCOUNT: With the Duke is an official timekeeper. Before the race started, the Duke met the crews of the aircraft.

THE K.L.M. LIFTMASTER LEAVING THE STARTING-LINE: The Liftmaster was the aircraft most favoured by the handicapping, and it carried a 31,826 lb. payload, made up of sixty-four passengers, most of them emigrants. It was the easy winner in the transport section.

THE ONLY NEW ZEALAND ENTRANT IS WAVED OFF BY THE DUKE OF GLOUCESTER: The Hastings carried twenty-five Servicemen with it to New Zealand. Of these men only five were acting as crew at any one time. This aircraft was withdrawn from the race when it developed engine trouble at Negombo Airport, Ceylon.

The Sphere of Travel

ON WINTER SLOPES

The First of Two Articles Dealing With Winter Sports; Some Suggestions Regarding Possibilities in Switzerland, France and Italy

THERE are surely no happier holiday-makers in Britain than the winter sports enthusiasts. For to them the week or fortnight spent annually amidst the snow and sunshine at some favourite ski-ing resort is the exciting culmination of many weeks' prior dreaming—dreams both of what is yet to come and also of the past. It is, alas, a sporting defect of this country that we do not have easily accessible snow-slopes close to our homes, such as one finds in many centres abroad. I recollect, for instance, on a Sunday last winter seeing the mountain slopes near Schliersee, in the Bavarian Alps, almost blackened with the thousands of skiers who had come there by special trains from Munich in order to have a day's sport in the crisp champagne air, and I thought how lucky these people were to have sunshine and snow almost on their doorstep. A month later I saw the same kind of scene amidst the glorious Harz Mountains, with their flocks of visitors from Hamburg.

It is no use longing, however, for what we cannot get, and better to plan for what is within reach. In this article then, I propose to discuss winter sports prospects in Switzerland, France and Italy, leaving Austria, Germany and Norway to be dealt with in my next article.

Switzerland must always head the list of ski-ing countries, not only because the sport was first developed there—it originated, of course, in Norway—but because its resorts are, taking them as a whole, better equipped and better organised to deal with winter sports visitors than anywhere else. Whether you are a beginner, an expert or in any intermediate grade of skill, Switzerland can give you just what you want. For proof of this statement you need only look at the brochures issued by those travel agents who specialise in this form of holiday to see that this little country is still the most popular.

The reasons are not far to seek, for quite apart from this country's ski-ing possibilities, the Swiss hotels are all out to attract British visitors, and we form their chief mainstay, a position hardly applicable to France and Italy, where the home-visitor ranks first. Most striking in this respect is the way in which the hoteliers have trimmed their prices. But to get full advantage of these bargain charges it is necessary to make one's arrangements through a travel agent. This is not the kind of advice I would necessarily give for other kinds of holidays abroad, but in this instance it is fully justified. The fact is that these businesses have done a wonderful job of work in securing reductions all round, and have also largely surmounted that constant source of financial worry (on our existing travel allowance): the high cost of almost essential "extras."

At random I take Cook's Initiation Party at Kanderstag, where the all-in cost of a fifteen-day holiday (twelve nights at resort) is 49 guineas. For this sum you travel there and back and have your meals en route in both directions. Your baggage is conveyed from station to hotel and back. You are accommodated in a first-grade family hotel, and are given three main meals each day. You do not have to pay for extra lighting and heating. You are not charged for afternoon teas—an invariably costly item otherwise. You can have your daily bath, and coffee after luncheon and dinner, at no extra cost. All gratuities, orchestra and sports taxes are paid. Hire of skis, sticks and boots, twelve half-days' tuition in the ski school, and the waxing of skis are also included in the price. I am, indeed, quite sure that to try to make all these arrangements on your own would end by your paying considerably more.

Lunn's, another leading winter sports firm, have a similar introductory party at Engelberg and at about the same price. One special feature which appeals to me in these organised parties is the fact that all its members are (or should be) in the same position as regards "spending money," and being "thrifty" all round takes the rough edges off the necessity for economy.

For young skiers who require the lowest-possible-cost winter sports holidays, it is possible to obtain all the essentials, with ten nights at a resort, provided they are content with dormitory accommodation. In such a case the all-in cost is only £26, which seems a distinct travel bargain, especially as the "V" form amount is only £10. I use the word "young," but perhaps I would be more correct to say "enthusiastic," for there is no age limit, and there is separate accommodation for ladies and gentlemen. The resort chosen for this particular thrift holiday is Davos.

Last year, when writing of winter sports, I made mention of an organised tour of certain Swiss centres by motor-coach. This tour, arranged by Cook's, is being repeated this present season. You travel across to Paris by rail and sea, then continue by luxury motor-coach through France to St. Cergue, a delightful winter sports centre in the Jura Mountains. The next port of call is Lauterbrunnen, in the heart of the Bernese Oberland ski-ing country, and close, of course, to the mighty Jungfrau. A night's halt is made at Berne on the return journey to Paris—enough time, I hope, to visit the bears in this most enchanting of all Swiss cities. The inclusive charge for this holiday is 44 guineas; its duration is twelve days.

Before leaving Switzerland I would like to commend Verbier, in the Valais, as an excellent ski-ing centre. I visited this place recently, and was most impressed with its possibilities. There are vast ski-ing slopes, facing west, so that there is a maximum of sunshine. There are no luxury hotels, but there is plenty of reasonably-priced accommodation, and there is a particularly jolly atmosphere in this new resort. It is easily reached from Geneva via Martigny.

France.—Crossing the frontier into France, it is hard to beat the resorts in the Savoy Alps for winter sports. Unfortunately for Britons, the well-known places, such as Chamonix, Megève and Val d'Isère, are fashionable and expensive, but not in January, which is the Low Season. For some strange reason this very good ski-ing period sees the resorts almost deserted. This, then, is the time to go, especially as it fits in excellently with school holidays. The reductions on hotel tariffs are quite amazing. The very pleasant Hotel Bellevarde at Val d'Isère, for instance, offers an all-in Low Season price of 9,000 francs for a seven-day stay; while at the near-by Savoie, an hotel in a higher grade, the weekly charge is from 12,600 francs. Apart from the economy in price, there are two other important advantages worth mentioning for Low Season visitors: far better service in the hotels, for the staff are delighted to see you; and no waiting at the ski-lifts.

Farther south, in a sub-division of the Dauphiny area known as the Briançonnais, is Briançon-Serre-Chevalier (4,350 ft.); the longest téléphérique in Europe starts from Chantemerle, less than four miles from Briançon, and gives a vertical ascent of 3,609 ft., and opens up 25 miles of prepared runs. There are three lifts in the neighbourhood and a ski jump.

Coming down almost within sight of the Mediterranean, the Alps of Provence give, unexpectedly to most, excellent opportunity for ski-ing. Auron (5,249 ft.) has a téléphérique (vertical ascent 2,739 ft.), ski jump and skating rink. Barcelonette-le-Sauze (3,724 ft.) has two lifts and a ski jump. Beuil-Valberg (5,577 ft.) has four ski lifts, a skating rink and two ski jumps. All these places offer the contrasting opportunity of reaching the sea without much difficulty. I know of no other winter resorts in Europe where this combination is possible.

LOOKING DOWN INTO ENGELBERG: This ski-ing centre in Central Switzerland is situated in the entrancing "Valley of the Angels." On earlier occasions Gordon Cooper has commended the Engelberg area for ski-ing enthusiasts of all levels of skill. In Switzerland at winter sports time the British visitor is the hotel-keepers' chief mainstay.

Italy.—For those who like to be amidst the Italian way of life, there are important winter resorts in the Valley of Aosta, Piedmont and the Dolomites. Here, again, it is essential if you seek economy to avoid the High Season period—around Christmas and the New Year. Italian hotel-keepers, I may say, are usually quite willing to do a considerable amount of bargaining when their establishments are lacking guests, but to get the best results in this direction one has to be on the spot. I have sometimes found, indeed, that they will almost halve their officially stated prices. At the same time, it is well to remember that except at the main winter sports resorts, such as Sestriere and Cortina d'Ampezzo, the smaller places are not developed to any extent for ski-ing visitors.

Of the two places I have named, I have a personal predilection towards Cortina, the "Queen of the Dolomites" and the centre for the Olympic Winter Games of 1956. It is beautifully situated in a valley with a background of imposing peaks, and is completely sheltered from wind. There is always a good programme of exhibitions, competition races, etc., and it is an excellent spot, too, for those who like to watch winter sports.

Sestriere, it is true, is one of the sunniest winter sports resorts, but it is more exposed than Cortina, and it has those peculiar tower-shaped hotels, whose interiors always remind me of prison-design, with "cell-doors" opening into a great circular interior well. I would prefer, indeed, to stay on the northern side of the range of mountains at Sportinia, near to Sauze d'Oulx, where you can live in apartment style in the Miramonti.

In the Valley of Aosta there are perhaps the best ski-slopes in Italy at Breuil, which faces south of the Matterhorn. This resort is well-equipped with cable railways, but the place itself is primarily recommended to those enthusiasts who are more interested in ski-ing than in the social life. For that, you can, however, make the fairly short journey by motor-bus to St. Vincent, where you will find a casino and other attractions. A great advantage of this autonomous province of Italy is that it is the easiest part of the country to reach overland from Britain. Local prices, too, are reasonable. And, if you are not proficient in the Italian language, you will find much French spoken, and even in some villages, German

Gordon Cooper

OUT ON THE ST. MORITZ NURSERY SLOPES: A day's sport in one of the most fashionable centres of winter sport, and one which has enjoyed a continuing fame.

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The World of Books—By VERNON FANE

BIOGRAPHIES AND NOVELS

A Rich Autumn Collection, With the Emphasis on People; Another Short Military History of the War; the Week's New Novels

WHILE we are waiting, most of us with a fair degree of patience, for the publication of the Official Histories of the last war, H.M. Stationery Office is publishing a series of short military histories by various authors, covering piecemeal, but with great vividness, the years between 1939 and 1945. These books are admirably designed for the general reader, you and me and the rest of us, and the latest to appear is by Colonel John North, and is the story of the achievement of 21st Army Group, whose Commander-in-Chief was Montgomery: NORTH-WEST EUROPE 1944-45 (H.M.S.O. 10s. 6d.). Lucid, even to the civilian, succinct and genuinely evocative of the atmosphere of battles, setbacks and victories, this book has a proud tale to tell of 21st Army Group, "whose first port of call from the skies is to be discovered at the miniscule cross-roads in the Norman village of Ranville—the first village of France to be liberated—" to Wismar, some 600 miles on as the crow flies, and the end of the road, the end of what they called Club Route, marked across Europe with the sign of the ace of clubs; a proud history indeed.

The Rt. Hon. Earl Winterton, P.C., has nearly fifty years of memories of the House of Commons to discuss and savour in his autobiography, which has the appropriate title of ORDERS OF THE DAY (Cassell. 21s.), and which is as lively in reminiscence as its author has often been in "the best club in the world." I liked his story about his wartime relationship with Mr. Shinwell having been described as "Arsenic and Old Lace," and the candour of his observation that Mr. Shinwell's "occasional bursts of unnecessary violence did not repel me, as I share this tendency with him." In another place there is an amusing reference to a colleague making "a long, melodramatic but dull attack" on the Prime Minister (then Stanley Baldwin) and the Government, that one may imagine only too readily, and there are scores of other passages that are as provocative as they are quotable.

UNPREDICTABLE QUEEN (Stanley Paul. 16s.) is a biography of Queen Alexandra, told chattily and racily by E. S. P. Tisdall, and enlivened by constant recourse to the anecdotal method. Of these, one of the best concerns the Queen when, as a young bride and after a childhood training in gymnastics, she boasted that she could turn cart-wheels anywhere with perfect propriety—"only a matter of speed"—and is said to have given a display to prove her point in the Marlborough House drawing-room. An entertaining book, amusing rather than profound, but, nevertheless, a revealing picture of the times.

Andre Gide, Frenchman and writer, Dr. Arnold, Englishman and educationalist, Sigmund Freud, Austrian and psycho-analyst; these three exceptional men are the subjects of biographies this week, and it is interesting to see how each biography reflects not only the natural style and inclination of its author, but the strong influence that the subject has had over the present-day writer. Mr. Justin O'Brien has been the translator and editor of the journals of A. Gide, and now his PORTRAIT OF ANDRE GIDE (Secker and Warburg. 35s.) shows his own scholarship—he is Professor of French at Columbia University, New York—and the nature of Gide's intellectual and emotional character, learned in his many meetings with him before and after the war.

DR. ARNOLD OF RUGBY (Robert Hale. 21s.) is a biography of the man who has been called, by some, the father of the modern public school, and, by one, "a beast—but a just beast." Mr. Norman Wymer has written a long and well-documented work, probably the best and certainly the most intimate since Dean Stanley's, more than 100 years ago, and has shown Arnold as an organiser, as a disciplinarian, as a practising Christian, and also as a loving father, a domestic humorist and the close friend of William and Dorothy Wordsworth.

THE DUST JACKET OF THE FIRST INSTALMENT OF A NEW VERSION OF "THE ARABIAN NIGHTS": The title of the first volume in this new series of tales from the Thousand and One Nights, translated by A. J. Arberry, is *Schehe-rezade* (Allen and Unwin. 15s.). The illustrations are by Asgeir Scott. Professor Arberry, returning to the original texts, offers four famous stories in modern idiom; "two well-known tales, one that deserves to be better known, and a fourth amusing trifle to round off with."

The first volume of the life and work of SIGMUND FREUD — the Young Freud 1856–1900 (Hogarth Press. 27s. 6d.)—is planned as the first of three by its author, Dr. Ernest Jones, who is himself a distinguished contributor to the science of psycho-analysis. Dr. Jones has undertaken a monumental work, tracing not only the material facts and the heritage of Freud, but the changes and development in his theoretical and practical work, and the relationships between him and his friends and working colleagues. In its purely technical passages many readers may find it abstruse, as I did, but in the wider aspects of Freud's life and career, the book is of enormous interest.

Sir Harry Luke has been both sailor and diplomat, and the second volume of his memoirs, CITIES AND MEN (Bles. 25s.), covers the period in his career from 1914 to 1924, when he served in the Navy in Turkish waters and then as Political Officer to Admiral Rosslyn Wemyss, generally and affectionately known as "Rosy." Again as Political Officer, he worked under Admiral Sir John de Robeck at Constantinople and in the Black Sea, and later took charge of the British Diplomatic Mission in the Republics of Georgia, Armenia and Azerbaijan, ending the scope of the present volume with his experiences in Palestine during the first years of the British mandate. In all this welter of impressions and anecdotes nothing is more absorbing than what Sir Harry has to say about the end of the Ottoman Empire and the rise of a new Turkey under Kemal Ataturk.

The French historian M. Gerard Walter has written a life of Julius Cæsar, in which he has attempted to show him as the human creature he was, rather than as the omniscient demi-god of legend, and to a great extent he has succeeded in this plan, writing coolly and objectively, and lighting up vistas of his life that have been forgotten or unknown. In CÆSAR (Cassell, 2 vols. 50s.) you will read, for instance, of his life of extravagance and debt and amorous conquest on land, and adventures on the high seas, and you will see that it was not until his fortieth year that Cæsar became the hardiest of soldiers, instead of a luxury-loving sybarite. The translation has been excellently made by Emma Craufurd.

A SUNSET TOUCH (Collins. 12s. 6d.) shows Mr. Howard Spring in his new (or Cornish) manner, as contrasted with his earlier (or Northern) style. The story is concerned with a slightly spinsterish man of middle age whose life has been devoted, apart from the dull business of earning his living as a bank clerk, to researches into the antecedents of his own family. When he is left an unexpected fortune he buys the derelict family mansion near the Cornish coast, sets to work to restore it and, in the process, antagonises the villagers, falls in love with a lady author and has a sultry affair with a blonde. All is eventually for the best, however, in the best of all possible West Countries, and Mr. Spring's new and more benign mood I find attractive.

WAITING FOR CAMILLA (Heinemann. 10s. 6d.) is by a brand new author, Miss Elizabeth Montagu, and that is, I suggest, a name to remember, for here is a writer not only of distinction but of a confidence and technique that are really unusual in a first novel. A husband, a wife, a daughter, a woman friend and a house are all waiting for the arrival of the vital, beautiful woman who will variously bring them comfort, or love, excitement or, at the very least, change. In a near-by house the woman's husband and son wait, and a little farther away her former lover, who is also doctor and friend to all these people. The scene is set, the characters poised, and then comes Camilla, who can manage her own life with even less skill than her neighbour's.

The children in Miss Elizabeth Goudge's novel, THE HEART OF THE FAMILY (Hodder and Stoughton. 12s. 6d.), are a good deal prettier and much, much sweeter, but that is not quite the same thing. This is the third—and possibly the last?—volume in the continued story of a family called Eliot who live at a place called Damerosehay, and have quite a few trials and tribulations, and even more joy and blessings in the shape of the aforesaid toddlers. What redeems this book from being a too overwhelming exposition of the advantages of sweetness and light is the simple, rock-like fact that Miss Goudge can tell a story so well that it becomes absolutely necessary to the reader to find out what's on the next page.

SIX BOOKS, MOST OF THEM ILLUSTRATED, DEALING WITH OPEN-AIR SUBJECTS

HUNTING SCENES FROM SURTEES (Hart-Davis. 12s. 6d.), *selected by Lionel Gough, forms a sporting tour, including complete days of hunting with more than a dozen different packs of hounds over every variety of country and with every sort of Master.*

The latest addition to the New Naturalist Library is THE HERRING GULL'S WORLD (Collins. 18s.), *by Niko Tinbergen. It is a Study of the Social Behaviour of Birds.*

In **THE SHORESHOOTER** (Seeley, Service. 12s. 6d.), *Richard Arnold deals in great detail with every aspect of the sport, and his guidance for the novice is of great interest.*

POACHING DOWN THE DEE (Robert Hale. 15s.) *is Cledwyn Hughes' record of the journey he made during a summer and an autumn filled with illegal delights.*

The Recollections of a Romani Rawnie are told by Dora E. Yates in MY GYPSY DAYS (Phœnix House. 16s.). *The book covers fifty adventurous years.*

In **COUNTRY FOLK** (Odhams Press. 15s.) *Norman Wymer writes of men and women whose roots are set among beautiful and historic scenes.*

THE BEATON–TYNAN ANTHOLOGY

Portraits of the Great and Near-Great in Words and Pictures

Cecil Beaton has a flair for photography and Kenneth Tynan has a flair for word play, particularly where it concerns the theatre and the arts generally. The two together have combined to produce an anthology of biographical studies of living people whom they admire, and they call it PERSONA GRATA (Wingate. 21s.). From Kenneth Tynan, whose newspaper work has won him so many admirers, one can clearly expect the most incisive comment regarding his contemporaries, and when he says of Alec Guinness "he is happiest playing eccentrics, small men behind whose deferential faces wild obsessions are at large," we welcome the authentic Tynan of the daily prints. He seems to have the right words for everybody: Christopher Fry, the idealist in expensive tweeds; Edith Evans, that mistress of heavenly burbling; Peter Ustinov, the playwright with a deep preoccupation with senility, and Katharine Hepburn, whose gay self-exposure leaves her wide open and defenceless. To complain of Hepburn would be like bombing an open city, says Mr. Tynan. In less than 100 pages the author covers a great deal of contemporary ground, but many may feel that his brief essays are all too brief, leaving the reader unsatisfied, but half-guessing that if there had been more it might not have been on the same level of profound perception as that which had gone before. Perhaps that is unfair to Mr. Tynan, but undue brevity, when coupled with a tendency to wander from the point, points to such conclusions. Cecil Beaton's camera work is superb, and best of all in this vivid portrait gallery are the photographs of Paul Scofield and Tennessee Williams. The volume is magnificently produced, and here again owes much to Mr. Beaton's skill.

Here is another anthology; what in earlier days would have been fittingly described as a handsome album. It is the NOËL COWARD SONG BOOK (Michael Joseph. 35s.), and contains the complete words and music, in music-sheet size, of fifty-one of Coward's most famous songs of four decades, from "Parisian Pierrot" and "Poor Little Rich Girl" to "Chase Me Charlie" and "I Like America." In itself it is a reminder of Coward's massive contribution to light music, containing, as it does, such perennial favourites as "Dance Little Lady," "A Room with a View," "I'll See You Again," "Some Day I'll Find You" and "London Pride." Mr. Coward writes the introduction, and some engaging and very worthwhile notes on the circumstances of composition. "London Pride," as one might suspect, was a product of the blitz, when even the most hard-bitten became sentimental about the beloved capital city, while the *Bitter Sweet* waltz, "I'll See You Again," "came to me whole and complete in a taxi when I was appearing in New York in *This Year of Grace*," writes Mr. Coward. "I'll Follow My Secret Heart" also emerged whole and complete at a moment of utter despair, when the author, for lack of a main waltz theme, was contemplating telegraphing Yvonne Printemps and Charles Cochran that he would have to delay the coming show for at least six months. Coward was born into a generation that still took light music seriously, a generation which hummed the tunes of Sullivan and mouthed the words of Gilbert, and in common with Ivor Novello, to whom he pays glowing tributes, he has helped to carry on a gay tradition. Just how much he has helped this volume shows.

Anthologies flow from the press thick and fast. LOW VISIBILITY (Collins. 12s. 6d.) is David Low's cartoon history between the years 1945 and 1953. As usual, the T.U.C. horse plays a dominant role, but there are new and no less dominant figures on the horizon, not least Daniel Malan, who appears in one cartoon robed as Britannia and telling the duskier Premiers of the Commonwealth to take themselves off to the compound round the corner. Herbert Morrison, as a Middle-Eastern camel driver, caught up in the leading reins of an Arab and Jewish camel, is another typical effort by the great cartoonist, whose powers clearly continue on the same high and penetrative level, despite the fact that he now works among friends instead of tilting at his long-suffering employers.

In MOTORING CAVALCADE (Odhams. 16s.), W. J. Bentley, himself a pioneer motorist, presents the history of motoring in words and pictures. The Veteran Car Club of Britain have made some notable contributions to this absorbing volume, which shows how a whole great industry has been built up on the achievements of its individual inventors and pioneers.

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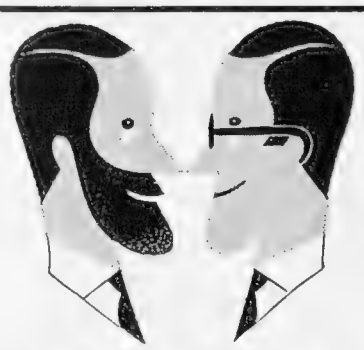

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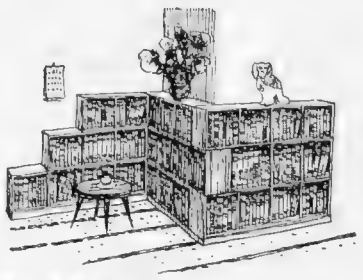

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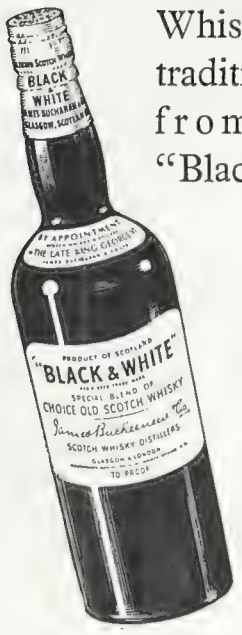

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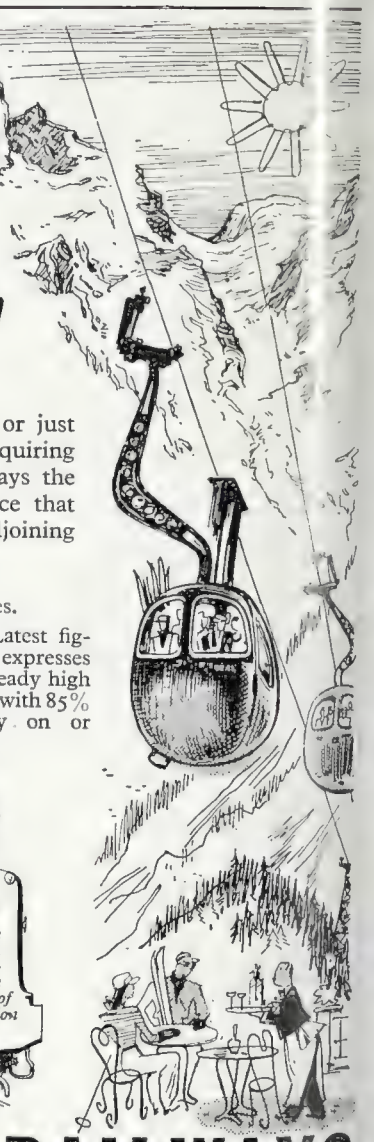

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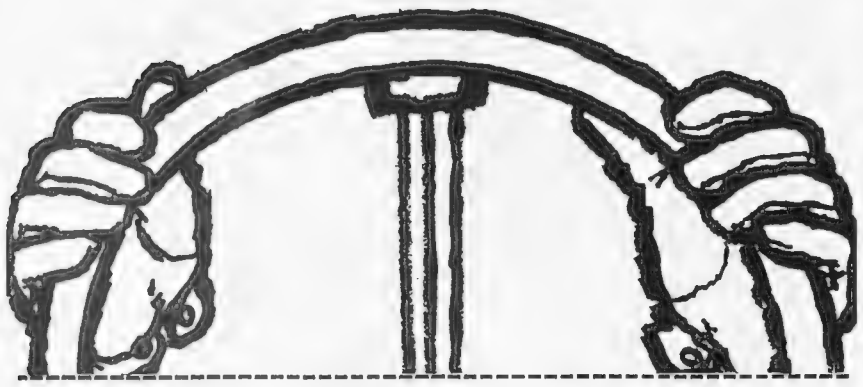

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